

LETTER I-91:
Lyn Peters, April 12, 2017

I-91

April 12, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave.
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

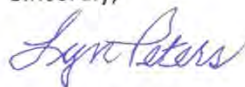
I am writing to provide comments on the River West Fresno DEIR with special focus on how access will be provided to the project site. I want to encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera County from Highway 41
2. Riverview Drive Access shown as Alternative 1
3. Palm/Nees Access shown as Alternative 5 (although I question this access because it is not currently part of the proposed project).

I strongly urge the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Ave Undercrossing accessed from Madera County on Highway 41, Riverview Drive and Palm/Nees, both dedicated Fresno city streets), people throughout the Fresno-Madera Metropolitan area will have equal access to the site.

Thank you for your consideration of these comments

Sincerely,



Ms. Lyn Peters
1734 E Chelsea Dr.
Fresno, CA 93720

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Letter I-91 Response	Lyn Peters April 12, 2017
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I-91A	<i>The comment states encouragement for approval of all three access points at Perrin Ave./SR 41 undercrossing, W. Riverview Dr. shown as Alternative 1, and Palm/Nees shown as Alternative 5 to provide equal access for people throughout the Fresno-Madera Metropolitan Region.</i>
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The commenter's preference for three points of access is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See Section 4.2 in Volume I of this FEIR for information about environmental justice considerations for the community at large, including access to the project area. The EIR found the proposed project improves existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities. The EIR also fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicle access and locations of parking lots to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno but each involve greater environmental impacts and require additional mitigation measures beyond what is required for the proposed project. These alternatives also require additional actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 for a comparison of the alternatives.

LETTER I-92:
Mary Savala, April 12, 2017

I-92

Comments on DEIR River West

April 11, 2017

I advocate for and support Alternative 5 for the San Joaquin River Conservancy River West Fresno Eaton Trail Extension Project.

I was one of the original River Committee and River Parkway Board members, participating in the original conceptual planning for the Parkway. It was envisioned from the concept of the Parkway that access to the public lands along the river for Fresno county residents would include public access off Audubon Drive as well as at the alignment of Millburn Avenue to the River.

The residents of those Northwest Fresno neighborhoods deserve to easily access the public land below their homes and should not have to travel far from their neighborhoods to use the trails in the river bottom. The access from River View Drive adds value to the properties in that area and should be protected by the city and the Conservancy in the best interest of all nearby neighbors and the City of Fresno.

River View Drive was planned for urban development in the River and can easily carry considerably fewer vehicles to what is now public park land than was thought necessary for residential and commercial development.

Emergency crew access impediments by parkway visitors at River View Drive is a specious argument. The neighborhoods in the vicinity have three egress and ingress routes so that emergency services should never be an issue.

I live in a neighborhood at the top of the bluff at the alignment of Fruit Avenue to the river. Our old development has only one entrance/exit to some 50 homes. We were severely impacted by a huge river fire several years ago. Over ten emergency vehicles were easily moved into the area by police and fire traffic patrol personnel to combat the fire, and local residents were not inconvenienced by emergency vehicles or public sight seers because of the efficiencies of well trained, experienced police and firefighters.

The potential access at Palm and Nees Avenues should be incorporated into the Project in the likely event that the problems for public access created by the old land fill site can be mitigated in the future, and a plan for that access should not be eliminated but preserved for the future. Commercial property over old land fill in the vicinity was mitigated, and resources may be found in the future for making the Palm/Nees access available to the public.

Mary Savala
7490 N. Toletachi Road
Fresno, CA 93711
rudysavala@comcast.net



RECEIVED
APR 12 2017
FRESNO METROPOLITAN
FLOOD CONTROL DISTRICT

Letter I-92 Response	Mary Savala April 12, 2017
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I-92A *The comment expresses support for Alternative 5, noting that issues can be addressed in the future.*

The commenter's preference for Alternative 5 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. . See Section 2.3.1, "Master Response 1: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

LETTER I-93:

Jeffrey L. Staicer, April 12, 2017

I-93

April 12, 2017

Melinda Marks, Executive Officer
San Joaquin River Conservancy
5469 E. Olive Ave.
Fresno, CA 93727

Re: DEIR Comments on River West, Eaton Trail Extension

Putting a parking lot at the bottom of Riverview will not only endanger the wildlife living there but will endanger residents and visitors due to the traffic situation around Audubon/Del Mar/Brier Circle/Riverview streets. This area is too small for the traffic it currently has to handle. There have been close calls and accidents already due to the blind spots coming off Audubon onto Del Mar past Brier. Brier has only 1 way in and 1 way out, and with the angles and hills it's very hard for drivers to see cars and pedestrians. A neighbor of mine was recently hit by another car while trying to get onto Del Mar from Brier Circle.

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This is why I support Alternatives 3 and 5/5b. The location and traffic flow at Palm/Nees are more suited for the traffic congestion expected with the new river access. Having parking lots at either end of the project, Palm/Nees and below the 41 bridge, will spread out the traffic and provide additional routes for visitors to access the river.

B

Most people that will use the Riverview parking lot will not be visiting the river but fishing in the H pond as they do now. The Riverview parking lot only gives easy access to the H pond itself as opposed to the other 2 proposed parking areas which are right near the river with trails alongside. From the H pond, the river is not even visible. This proposed parking lot will only create trash and noise pollution.

C

I am also concerned about the number of animals hit by cars on Audubon by Woodward Park. Increasing traffic will only harm more wildlife and outdoor pets and create yet another distraction for drivers.

We are already forcing animals out of their natural habitats. Why must we endanger them further for a parking lot in a meadow?

D

Sincerely,



Jeffrey L. Staicer
232 W Brier Circle
Fresno, CA 93711
jeffreysta@sbcglobal.net
559.824.6571

Letter	Jeffrey L. Stacier
I-93	April 12, 2017
Response	

I-93A *The comment states putting a parking lot at the bottom of W. Riverview Dr. will endanger wildlife, and residents and visitors due to traffic at Audubon Dr./Del Mar Ave. /Brier Cir./W. Riverview Dr., including accidents because of blind spots.*

The proposed project does not include vehicle access at W. Riverview Dr. See the project description in Section 2.4 in Volume I of this FEIR. The FEIR studied multiple alternatives, including Alternative 1 that places vehicle access at the W. Riverview Dr. location. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Dr./Del Mar Ave. intersection which may result in accidents and add to traffic delays at Del Mar Ave. See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact would be reduced to less than significant by conditioning the W. Riverview Dr. vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable.

I-93B *The comments states support for Alternative 3 and 5/5B because in commenter's opinion Palm/Nees is more suited for traffic congestion and having parking lot at each end will spread out traffic and allow additional routes for visitors to access the River.*

The commenter's preference for Alternatives 3 and 5/5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. Alternative 3 would require additional mitigation measures beyond those for the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan. Alternative 5, Palm and Nees Access, requires acquisition of private land from willing sellers and on mutually agreeable terms, and requires additional mitigation to address the potential for exposure to hazardous materials. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

I-93C The comment states the W. Riverview Dr. parking lot will in commenter's opinion only give easy access to fishing at the H pond as River is not visible from the H pond, and will only create trash and noise pollution.

See Section 3.13 in Volume I of this FEIR regarding noise for the proposed project. See response to Comment I-93A and section 5.6 in Chapter 5 for the evaluation of Alternative 1, including potential noise impacts. The EIR analysis concluded that operation of the proposed project, or any of the alternative, for recreational use would not expose visitor or receptors to noise levels in excess of standards. Noise would be generated by people, horses, and vehicles entering the site and by occasional vehicles and equipment for operations, maintenance, and management. The resulting noise levels would not exceed standards adopted by the City for adjacent uses. The operational impact would be less than significant. Construction activities under the project or alternatives would cause a short-term temporary increase in ambient noise levels and the noise levels could exceed ambient noise standards established by the City of Fresno for residential areas. However, implementation of Mitigation Measure Noise-1 would reduce the impact to less than significant for the proposed project and Alternative 1. (See FEIR Table 5.12-1.) See Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR. The project would include ongoing maintenance activities including trash service, weed abatement, and similar methods to provide for project visitors and protect surrounding areas.

I-93D The comment states concern about animals getting hit on Audubon Dr. by Woodward Park and endangering animals further for a park parking lot in the meadows.

See Section 3.5 in Volume I of this FEIR about the biological resource analysis for the proposed project and Section 5.6 in Chapter 5 Biological Resources section for the evaluation of Alternative 1 biological resource analysis. The EIR concluded that impacts are less than significant with mitigation and application of BMPs for both the proposed project and Alternative 1. As described in Section 3.5 in Volume I of this FEIR, the dominant habitat community is disturbed annual grassland. The multiuse trail alignment and parking lot would be located in this habitat. The riparian habitat along the River would be avoided.

See Section 5.6 in Volume I of this FEIR. That analysis found that Alternative 1 would result in slightly more ground disturbance, noise generation, and vegetation removal than the project because of the additional parking lot. Impacts on candidate, sensitive, or special-status species or their habitats would be potentially significant. Species using habitat associated with the H and other ponds would be temporarily displaced by noise and visitor activity from the additional parking lot. The impact would be potentially significant. The biological resources BMPs identified in Section 2.5.2, "Best Management Practices" (see Volume I of this FEIR) would be implemented

as part of Alternative 1. Implementation of Mitigation Measures Biological Resources-1 through Biological Resources-8 would reduce the impact to less than significant.

LETTER I-94:
Joyce Barserian, April 13, 2017

I-94

Janah Wright

From: Joyce Barserian <jbarserian@gmail.com>
Sent: Thursday, April 13, 2017 11:19 PM
To: Melinda Marks
Cc: kristinewalter@comcast.net
Subject: San Joaquin River Conservancy
Attachments: San Joaquin River Conservancy.rtf, zip

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April 13,2017

Melinda Marks
Executive Officer
San Joaquin River Conservancy
Fresno, CA

Dear Melinda,

I live at 320 W. Bluff Ave (Bluff Point Condominiums). We have been experiencing much more traffic on our streets in the pass three years. Prior to that the only traffic we experienced were people enjoying the city path on the bluff behind our neighborhood. Since the chain link fences have been knocked down all the people are going down to the ponds and the river illegally.

Our Association has informed the City, but nothing has been done to repair the chain link fences. We were thinking that repairing the fences would solve our problem and the people would enter from Palm and Ness.

I think that people should enjoy the ponds and the river it is beautiful. But to bring in more traffic in a residential neighborhood is bad. I believe the best situation for everyone is to keep the parking away from residential neighborhoods.

I am strongly in favor of Alternatives 3 and 5B. Vehicular access to the River should be at the Hwy 41 bridge area and Palm/Ness. Both of those areas are not in a residential area.

I have not mention all the incidents that have disrupted our home owners on the bluffs, too many. This has been caused by accessing Riverview as an entrance, which as I mentioned above is illegal.

I thank you for your consideration,

Joyce Barserian

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(cont)

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C

Letter	Joyce Barserian
I-94	April 13, 2017
Response	

I-94A *The comment says bluff area has been experiencing more traffic and people going to ponds and River illegally because chain link fences are knocked down.*

No response is provided because the comment is not related to the adequacy of the environmental impact analysis in the FEIR.

I-94B *The comment states opposition to bringing project traffic into the residential area, and favor for Alternatives 3 and 5B, with vehicle access at SR 41 and Palm/Nees, and parking away from residential neighborhoods.*

The commenter's preference for Alternatives 3 and 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicle access at W. Riverview Dr. See the project description in Section 2.4 in Volume I of this FEIR. The FEIR studied multiple alternatives, including Alternative 1 that places vehicle access at the W. Riverview Dr. location. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR, which concluded that impacts would be reduced to less than significant by conditioning the W. Riverview Dr. vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS.

The EIR found that Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan. Alternative 5, Palm and Nees Access, requires acquisition of private land from willing sellers and on mutually agreeable terms, and requires additional mitigation to address the potential for exposure to hazardous materials.

I-94C *The comment mentions illegal access to ponds and River has caused disruptive incidents to homeowners on the bluffs.*

The EIR found that the proposed project and alternatives would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would

occur. The project as well as alternatives would improve access for law enforcement and emergency first responders to the River bottom compared to current conditions.

LETTER I-95:
Susan Miller Coffman, April 13, 2017

I-95

Janah Wright

From: Trica Coffman <TCoffman@tempest.us.com>
Sent: Thursday, April 13, 2017 12:38 PM
To: Melinda Marks
Cc: Kristine Walter (kristinewalter@comcast.net)
Subject: RIVER PROJECT

Melinda Marks
Executive Officer
San Joaquin River Conservancy
Fresno, California

I really thought that we were finished with the politics of the river bottom. I guess not. Again, I will state my views:

I adamantly oppose ALTERNATIVE 1 (Riverview access and the parking lot)
I am strongly in favor of ALTERNATIVE 3 (Trails near and along the river) and Alternative 5 (River bottom access through Palm and Nees

Please take the time to listen to the residents of Fresno who are most impacted by these decisions.

Susan Miller Coffman
258 West Bluff Avenue
Fresno, California 93711
559-269-4833

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Letter I-95 Response	Susan Miller Coffman April 13, 2017
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I-95A *The comment states opposition to Alternative 1 (W. Riverview Dr. access and the parking lot) and favor for Alternatives 3 (trails near and along River) and 5 (access at Palm and Nees).*

The commenter's preference for Alternatives 3 and 5 and opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR, which concluded that impacts would be reduced to less than significant by conditioning the W. Riverview Dr. vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable. Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan. Alternative 5, Palm and Nees Access, requires acquisition of private land from willing sellers and on mutually agreeable terms, and requires additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-96:
Klytia and Bob Cozzi, April 13, 2017

I-96

Janah Wright

From: Klytia Cozzi <k.cozzi@comcast.net>
Sent: Thursday, April 13, 2017 11:12 AM
To: Melinda Marks
Subject: River West Eaton Trail Extension Project

While we are supportive of trail pathways throughout the River West Eaton Trail Extension Project and look forward to walkways along the river, we have concerns over several possible options being promoted for the implementation of the plan. We are in favor of **safe, convenient, yet reasonable access** to these trails.

- We support Alt. 3 and 5B.
- We **strongly oppose** Alt.1 We voiced our concerns in previous years' meetings as well as this year. The points were well taken and responded to by the city council when they adopted the city's general plan. Why would you come back 3 years later when the the same concerns have only increased ? Safe, convenient access to this area should be at Woodward Park, Highway 41, and/or Palm and Nees.
- Do not chop up this area with a parking lot in the middle. This would create environmental pollution in an area that has little or none. Placing the parking lot at Palm and Nees destroys nothing – the area already has issues that can be corrected for the protection of the environment. It would be worth the effort. Alt. 1 is **unreasonable**.
- Public transportation serves the Palm/Nees area, making it accessible to many without cars and the most **convenient** access for the underserved community addressed in your plans. It is **convenient and reasonable** to park one mile in either direction of the Del Mar/Audubon access site. Do not disrupt the hundreds of residents and thousands of daily commuters along Audubon when there are better, **safer, more convenient, and reasonable** solutions to accessing this portion of your trail.
- Alt. 3 and 5B are already supported by the city General Plan after hours and months, even years of research and public input. This plan has been established as the **safest, most convenient, and most reasonable solution** for giving access to the proposed trails.

For these reasons and many more, we strongly oppose Alt. 1. It is not reasonable or safe nor does it take into consideration the area and infrastructure which would be adversely effected.

We strongly support Alt. 3 and 5B which preserves the peaceful river trail environment with less noise, dust, and soil pollution while still providing access to this 2 mile area.

Thank you.

Klytia and Bob Cozzi

Letter	Kiyvita and Bob Cozzi
I-96	April 13, 2017
Response	

I-96A The comment states favor for safe, convenient, and reasonable access to the trails and support for Alternatives 3 and 5B.

The commenter's preference for Alternatives 3 and 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

I-96B The comment states opposition for Alternative 1 because parking lot would create environmental pollution in an area where there is little or none and access should be at Woodward Park, SR 41 and/or Palm and Nees because placing a parking lot at Palm and Nees would correct existing environmental issues.

The commenter's opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicle access at W. Riverview Dr. See the project description in Section 2.4 in Volume I of this FEIR. The FEIR studied multiple alternatives, including Alternative 1 that provides vehicle access and a parking lot via W. Riverview Dr. See Section 3.4 in Volume I of this FEIR for information on the air quality analysis. The analysis concluded construction and operation of the project would not result in pollutant levels that would exceed the criteria pollutant thresholds established by San Joaquin Valley Air Pollution Control District (SJVAPCD). The project would comply with all relevant SJVAPCD rules for the criteria pollutant emissions associated with project operations. Additionally, the project's construction-related and operational emissions would not result in a cumulatively considerable net increase for any criteria pollutant for which SJVAPCD is in nonattainment under the applicable national ambient air quality standards (NAAQS) or California ambient air quality standards (CAAQS). Alternative 1 would generate only

slightly more construction-related and operational emissions than the project. All air quality impacts for the project or alternatives would be less than significant (see FEIR Table 5.12-1).

Alternative 5, Palm and Nees Access, requires acquisition of private land from willing sellers and on mutually agreeable terms, and requires additional mitigation to address the potential for exposure to hazardous materials. See response to Comment I-96A about Alternative 5B.

I-96C *The comment states public transportation serves Palm/Nees, making it accessible to those without vehicles and underserved communities, opines that it is reasonable to park a mile in either direction of Del Mar Ave./Audubon Dr. access site, and requests not to disrupt residents and commuters along Audubon Dr.*

See response to Comments I-96A and I-96B about Alternatives 5 and 5B.

I-96D *The comment states Alternative 3 and 5B are supported by the City's General Plan, which established safest, most convenient, and most reasonable access to proposed trails.*

The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See response to Comment I-96A about Alternatives 3 and 5B. See EIR sections 3.11, 5.8.11, and 5.10.11 for information regarding each proposal's consistency with the City General Plan.

I-96E *The comment reiterates opposition to Alternative 1 and support for Alternative 3 and 5B because they would generate less noise, dust, and soil pollution while still providing access to the two-mile area.*

See response to Comments I-96A and I-96B. See Section 3.13 in Volume I of this FEIR regarding noise. The analysis concluded that operation of the project for recreational use would not expose visitor or receptors to noise levels in excess of standards. Noise would be generated by people, horses, and vehicles entering the site and by occasional vehicles and equipment for operations, maintenance, and management. The resulting noise levels would not exceed standards adopted by the City for adjacent uses. The operational impact would be less than significant. Construction activities under the project or alternatives would cause a short-term temporary increase in ambient noise levels and the noise levels could exceed ambient noise standards established by the City of Fresno for residential areas. However, implementation of Mitigation Measure Noise-1 would reduce the impact to less than significant. (See Table 5.12-1 in the FEIR.)

LETTER I-97:
Darryl W. Curry, April 13, 2017

I-97

Janah Wright

From: Darryl Curry <dwc1660@yahoo.com>
Sent: Thursday, April 13, 2017 6:55 AM
To: Melinda Marks
Subject: San Joaquin River and Bluff Protection Ordinance

Dear Ms. Marks,

I support the 2010 San Joaquin River and Bluff Protection Ordinance drafted by then Fresno council member Andreas Borgeas. I am in support of responsible development of the River West project. Our neighborhood has shown support for developing this regional amenity for all of the citizens of the region, however I have very strong and legitimate concerns of some of the alternatives put forth in the DEIR regarding public safety, traffic safety and congestion, access and the negative impact it will have on an established neighborhood.

I feel strongly that the proposed Alternative 1 is in direct opposition to and will violate the City of Fresno's 2035 General Plan because it contemplates vehicular access to parking via Riverview. Traffic along Audubon has increased year after year. I do not want to encourage more traffic congestion along Audubon. We already have frequent safety concerns while exiting Brier Circle onto Del Mar with the current levels of traffic. I strongly support Alternatives 3 and 5B. I believe the vehicular access to the River is more appropriate at the (1) highway 41 bridge area and (2) Palm/Nees. These points of access will be in addition to access that already exists at Woodward Park.

I appreciate the San Joaquin River Access Coalition's consideration of my concerns and support for Alternative 3 and 5B.

Sincerely,
Darryl W Curry
212 W. Brier Circle
Fresno, Ca 93711

Letter	Darryl W. Curry
I-97	April 13, 2017
Response	

I-97A *The comment states support for the 2010 San Joaquin River and Bluff Protection Ordinance and for responsible development.*

The Fresno City ordinance referred to by the commenter is the San Joaquin River and Bluff Protection Initiative. The project site is within the area regulated by the ordinance. The ordinance prohibits open fires, access to the River during the night, and provides other protections for public health and safety. This local ordinance applies to the project site and is fully enforceable by police, State game wardens and other public safety officers. The proposed operations of the project described in the EIR conform to the ordinance (e.g., the project does not involve camping, fireworks will not be allowed, campfire pits are not proposed, and hours of operation will be within the hours allowed by the ordinance). This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-97B *The comment says Alternative 1 vehicular access and parking via W. Riverview Dr. is in opposition to and violates the City's 2035 General Plan.*

The EIR includes an evaluation of the both the proposed project and each of the alternatives against the policies of the General Plan (see Section 3.11, "Land Use and Planning," in Chapter 3 and the Land Use and Planning section under each alternative in Chapter 5). See response to Comment I-97C below for more on the entrance at W. Riverview Dr. analyzed under Alternative 1.

I-97C *The comment says traffic has increased and the commenter does not want to encourage more traffic congestion along Audubon Dr.*

The proposed project does not include vehicle access at W. Riverview Dr. See the project description in Section 2.4 in Volume I of this FEIR. The FEIR studied multiple alternatives, including Alternative 1 that places vehicle access at the W. Riverview Dr. location. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Dr./Del Mar Ave. intersection which may result in accidents and add to traffic delays at Del Mar Ave. See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact would be reduced to less than significant by conditioning the W. Riverview Dr. vehicle entrance and parking area upon the

City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable.

I-97D The comment states support for Alternatives 3 and 5B because SR 41 bridge area and Palm/Nees more appropriate for vehicular access and would be in addition to existing access at Woodward Park.

The commenter's preference for Alternatives 3 and 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

LETTER I-98:

Beth and Chip Davis, April 13, 2017

I-98

From: [Beth Davis](#)
To: [Melinda Marks](#)
Subject: DEIR Response
Date: Thursday, April 13, 2017 6:21:24 PM

Ms. Melinda Marks,

My name is Beth Davis, my husband Chip and I live at 235 W. Brier Circle. We have lived in the neighborhood for 17 years. The bluff and river area is a wonderful place to come and enjoy. Over the years we have experienced meeting many others who have come to fish, walk their dog, run and bike. We support the development of the river for recreational activities, but in a safe and responsible manner. When we first moved to our home, Audubon was not a through street, it came to a dead end shortly past the apartments on Maroa. The area from Ingram west to Nees and beyond to the river was mostly old industrial buildings or vacant land. Audubon was a safe and quiet street. Then as the area began to be renovated, old rusty eyesores torn down, etc., new businesses moved in, the shopping center, car dealerships and the opening of Audubon to Nees Ave, it was a positive at first, but year after year the traffic has gotten heavier and faster and certainly more dangerous. During the morning and evening rush hour, it is nearly impossible to make a left turn from Del Mar onto Audubon. Drivers use Audubon as their freeway in every sense of the word, speeding, tailgating others who actually go the 40 mile an hour speed limit. Right at Del Mar where the street turns into a one lane street from a two lane, drivers regularly fail to notice the narrowing lane, then race each other to get in front, along with lots of honking horns, and screeching of tires. The traffic this past winter was the absolute worst I've ever seen it, I had the experience of having a driver illegally pass me on the left, in the turn lane, in a pouring rain while I was going the speed limit just about to get into the same left turn lane to make my turn onto Del Mar, they must have been going 55 to 60 miles an hour. All of the above is a large part of why we are adamantly opposed to Alternative 1. My husband and I support Alternatives 3 and 5B. A Palm/Nees or Hwy 41 bridge access entrance is a much better solution for visitors to safely access the river.

Thank you,
Chip and Beth Davis

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Letter I-98 Response	Beth and Chip Davis April 13, 2017
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I-98A *The comments states support for the safe and responsible development of the River for recreational activities.*

This comment does not identify any specific issues related to the adequacy of the EIR analysis; no further response is required.

I-98B *The comment states opposition to Alternative 1 because of commenter's impression of existing heavy and fast/speeding traffic on Audubon Dr.*

The commenter's opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Dr./Del Mar Ave. intersection which may result in accidents and add to traffic delays at Del Mar Ave. See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact would be reduced to less than significant by conditioning the W. Riverview Dr. vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable.

I-98C *The comment states support for Alternatives 3 and 5B because a Palm/Nees or SR 41 bridge access entrance is a better solution for safe access to the River.*

The commenter's preference for Alternatives 3 and 5 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the

potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

LETTER I-99:
John R. Donaldson, April 13, 2017

From: [John Donaldson](#)
To: [Melinda Marks](#)
Subject: Access to SJ River
Date: Thursday, April 13, 2017 6:18:37 PM

We need maximum access to the river, which, it seems to me, should include the 3 obvious places: Perrin Ave through Madera, Riverview Drive and Palm/Nees (alternate 5). Thank you,
John R Donaldson
4559 N DeWitt
Fresno, CA 93727

I-99

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Letter I-99 Response	John R. Donaldson April 13, 2017
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I-99A *The comment expresses support for three access points at Perrin Ave. through Madera, W. Riverview Dr., and Palm/Nees (Alternative 5) for maximum access.*

The commenter's preference for three public vehicle access points at Perrin Ave (proposed project), W. Riverview Dr. (Alternative 1) and at Palm/Nees (Alternative 5) is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See Section 4.2 in Volume I of this FEIR for information about environmental justice considerations for the community at large, including access to the project area. The EIR also fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicle access and locations of parking lots to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno, however, each involve greater environmental impacts and require additional mitigation measures beyond what is required for the proposed project. These alternatives also require additional actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 for a comparison of the alternatives. The Conservancy Board will consider the information in the EIR to inform their decision to approve the proposed project or one of the alternatives.

LETTER I-100:
Cindy Friday Beeman, April 13, 2017

I-100

From: [Cindy Friday](#)
To: [Melinda Marks](#)
Subject: River West Fresno Eaton Trail Extension – Public Comment
Date: Thursday, April 13, 2017 7:06:33 PM

April 12, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re:River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'd like to comment on the River West Fresno DEIR, specifically how access will be provided to the project site.

When I moved here from Riverside, Calif., 9 years ago, I was surprised to see how little access there was to the San Joaquin River. I grew up in Sacramento, so I guess I was spoiled with access to the American and Sacramento rivers growing up. I enjoyed cycling and rafting on the American, and still enjoy being outdoors today. I realize this river's history is quite different. Still, the more public recreation access we have, the better quality of life we have.

So, I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

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I hope the Board will approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will all have access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Cindy Friday Beeman

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Cindy Friday

"Believe you can and you're halfway there." -- Theodore Roosevelt

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(cont)

Letter I-100 Response	Cindy Friday Beeman April 13, 2017
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I-100A The comment encourages approval in Volume I of this FEIR with three access points at Perrin Ave./SR 41 undercrossing, W. Riverview Dr. evaluated under Alternative 1, and Palm/Nees evaluated under Alternative 5 to provide equal public recreation access for people throughout the Fresno-Madera Metropolitan Region.

The commenter's preference for three public vehicle access points at Perrin Ave (proposed project and all design alternatives), W. Riverview Dr. (Alternative 1) and at Palm/Nees (Alternative 5) is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See Section 4.2 in Volume I of this FEIR for information about environmental justice considerations for the community at large, including access to the project area. The EIR also fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicle access and locations of parking lots to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno, however, each involve greater environmental impacts and require additional mitigation measures beyond what is required for the proposed project. These alternatives also require additional actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 for a comparison of the alternatives. The Conservancy Board will consider the information in the EIR to inform their decision to approve the proposed project or one of the alternatives.

LETTER I-101:
Afarin Karimkhanzand, April 13, 2017

I-101

Afarin Karimkhanzand

342 W. Bluff
Fresno, CA 93711
saldrassouli@gmail.com

13 April 2017

San Joaquin River Access Coalition

I am writing this letter in response to the proposed river access through our bluff neighborhood.

Ever since Audubon was opened to Nees the amount of traffic in and around our neighborhood has risen steadily and consequently has brought an array of problems along with it. We now have so many strangers and passerbys in our community, people who do not live here. Many of these people utilize the river access opened up beside my home on bluff, del mar, and riverview. These strangers are parking alongside both bluff and riverview and sometimes into del mar depending on the day. Along with the extra traffic, i have witnessed illegal activities, general mischief, vandalism, littering and loitering caused directly by these new visitors. There are an average of 20-50 cars parking alongside our streets throughout the course of each day, none of whom are actual residents--only visitors. We are neither a public park, nor are we a public parking establishment. We'd prefer this stopped immediately rather than support an initiative to grant even more reason for non-resident traffic and engagement. This recent increase in stranger traffic puts our neighborhood in greater danger than before.

We strongly urge you to reconsider opening and supporting even more unrestricted public access to this area via the Riverview/Del Mar/Bluff triangle. One of the great perks of this neighborhood has always been it's privacy, seclusion, and quiet atmosphere. These perks have been greatly affected over the years and we fear this project will render what remaining privacy we residents do have to be for naught. Due to the logistics of the entryways, some residents are more heavily affected than others. There are many neighbors who will not notice any uptick in activity while others (including myself) essentially become the sole recipients of all the nuisances that the additional public traffic entails

Additionally, we are proposing that you establish palm and nees as the main point of entry, rather than directly nesting it directly inside of our

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neighborhood where it does not belong. Both those looking to bike and/or fish can use that entrance to gain access to the respective facilities. This will ensure a more public an official landing area for those seeking recreation and it will eliminate the rise in problems we are currently facing with the existing access structure.

Again, it's important to emphasize that we, the residents who are most affected by this proposed change, do not want this increase in traffic degrading our neighborhood any further. We suggest you find a better way to satisfy all without compromising the privacy of our area any further.

Sincerely,

Afarin Karimkhanzand

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(cont)

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Afarin Karimkhanzand

342 w. bluff
Fresno, CA 93711
saidrassouli@gmail.com

13 April 2017

San Joaquin River Access Coalition

One final thing I'd like to add regarding the proposed river access is that I genuinely feel our safety is being compromised. The increase in traffic into our neighborhood does not come without its perils and I'm not willing to forgo my own safety (or our neighbors' safety) to satisfy the recreational needs of others who do not live here. This is not a public park, it's a neighborhood where residents are supposed to feel safe and secure.

Sincerely,

Afarin Karimkhanzand

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Letter I-101 Response	Afarin Karimkhanzand April 13, 2017
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I-101A *The comment expresses concern about increased non-residential traffic, people accessing River at Bluff Ave., Del Mar Ave. and W. Riverview Dr. with visitors parking along streets, illegal activities, mischief, vandalism, littering and loitering.*

The proposed project does not include vehicle access at W. Riverview Dr. See the project description in Section 2.4 in Volume I of this FEIR. The FEIR studied multiple alternatives, including Alternative 1 that places vehicle access at the W. Riverview Dr. location. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR, which concluded that impacts would be reduced to less than significant by conditioning the W. Riverview Dr. vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS.

See Section 5.6 about the public services analysis for Alternative 1. Similar the project, the alternatives would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur. The project as well as alternatives would improve access for law enforcement and emergency first responders to the River bottom compared to current conditions. See Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR. The project would include ongoing maintenance activities including trash service, weed abatement, and similar methods to provide for project visitors and protect surrounding areas.

I-101B *The comment urges reconsideration of opening unrestricted access via the W. Riverview Dr./Del Mar Ave./Bluff Ave. triangle because of neighborhood privacy, with some neighbors (near entryways) affected more than others, and nuisances associated with the additional traffic.*

See response to Comment I-101A.

I-101C *The comments is proposing a main/official entrance at Palm and Nees for those seeking recreational access such as biking and fishing and eliminating problems with existing access structure.*

Alternative 5, Palm and Nees Access, was fully analyzed in the EIR. The analysis found it requires acquisition of private land from willing sellers and on mutually agreeable terms, and requires additional mitigation to address the potential for exposure to hazardous materials. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. Alternative 5B includes an additional public vehicle entrance, and public access to the trail extension through Spano Park, at the terminus of Palm Ave. north of its intersection with Nees Ave., and parking for 40 vehicles on the floodplain. However, the analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

I-101D The comment reiterates most affected residents do not want further traffic and neighborhood degradation and suggests finding better way without compromising area privacy.

See response to Comments I-101A.

I-101E The comment expresses concern about addressing recreational needs of other people who do not live in area as the area is not a public park, over neighborhood safety.

See Section 4.2 in Volume I of this FEIR for information about environmental justice considerations for the community at large, including access to the project area. See response to Comment I-101A.

LETTER I-102:
Rose Marie Kuhn, April 13, 2017

I-102

From: [RM Kuhn](#)
To: [Melinda Marks](#)
Subject: River West Fresno Eaton Trail Extension DEIR
Date: Thursday, April 13, 2017 6:44:04 PM


Dear Ms. Marks:

1. I am writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.
2. I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:
 - <!--[if !supportLists]--><!--[endif]-->(1) Perrin Avenue Undercrossing accessed through Madera from Highway 41;
 - <!--[if !supportLists]-->(2) Riverview Drive Access evaluated as Alternative 1;
 - <!--[if !supportLists]-->(3) Palm/Nees Access evaluated as Alternative 5.
3. I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.
4. I believe that these access points will be a plus for the Fresno area community who supports access to parks and recreation.

Thank you for taking my comments into consideration.

Greetings, RMK

Rose Marie Kuhn
1655 W Tenaya
Fresno, CA 93711

 Virus-free. www.avast.com

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Letter I-102 Response	Rose Marie Kuhn April 13, 2017
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I-102A *The comment encourages approval for three access points at Perrin Ave./SR 41 undercrossing, Riverview Dr. evaluated as Alternative 1, and Palm/Nees evaluated as Alternative 5 because would provide equitable access for people in Fresno-Madera Metropolitan region and supports access to parks and recreation.*

The commenter's preference for three public vehicle access points at Perrin Ave (proposed project), W. Riverview Dr. (Alternative 1) and at Palm/Nees (Alternative 5) is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See Section 4.2 in Volume I of this FEIR for information about environmental justice considerations for the community at large, including equitable access to the project area. The EIR also fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicle access and locations of parking lots to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno, however, each involve greater environmental impacts and require additional mitigation measures beyond what is required for the proposed project. These alternatives also require additional actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 for a comparison of the alternatives. The Conservancy Board will consider the information in the EIR to inform their decision to approve the proposed project or one of the alternatives.

LETTER I-103:
Sam Lane, April 13, 2017

April 13, 2017

San Joaquin River Conservancy,
5469 E. Olive, Fresno CA 93727

ATTN: Melinda Marks, Executive Officer

RE: Lewis S. Eaton Trail Extension (LETE)

As a bluff property owner, I am pleased to say that I am part of the consensus of support for development of the San Joaquin River Parkway for public use, but I am also a proponent of the view that this project should not do damage to the quality of life of any of those impacted by it. I strongly support Alternative 3, along with Alternative 5b, where the primary Parkway access and parking is at the Spano Park at Palm&Ness. I strongly oppose Alternative 1, which will have a detrimental impact on surrounding neighborhoods and likely result in litigation that could delay the Parkway development indefinitely.

Alternative 1 is an unsatisfactory plan that allows automobile access to the Parkway through the very busy intersection of Audubon and Delmar and through the middle of the densely populated residential Bluff neighborhood using Riverview Dr as entrance to the LETE. The destination of this ill-conceived access plan is a parking-lot in the river bottom. Adding traffic to this neighborhood with more than 350 residents and 600+ vehicles in and out of the Audubon/Delmar corridor is ill-advised, because this bottleneck is already delay-ridden and over-burdened with traffic as the primary vehicular access for our neighborhood's entrance and exit.

The Smith Engineering and Management Firm reviewed the DEIR used to justify Riverview Dr as their primary access to the LETE and they concluded: "The entire traffic analysis is fatally flawed and the DEIR's conclusions with regard to traffic impacts are unsupported by substantial evidence.Because current traffic demand is of course higher than in 2008 (today 17,000 ADT), the Project's impacts on these intersections will be felt even more acutely.Standard traffic engineering practice would also have dictated performing an intersection analysis at the Del Mar/Audubon entrance (The DEIR analyzed roadway segments only)This omission.....is contrary to standard traffic engineering practices".

The DEIR also errors in choosing the Memorial Day holiday as a "worst case scenario". Easter is a better example. With Woodward Park filled to capacity every Easter, the overflow parking is already an existing automobile and foot traffic public nuisance that occurs every year west of Woodward Park, with hundreds of cars parking on both sides of Audubon, parking in neighborhoods north and south of Audubon, in particular, parking up and down both sides of Delmar with some folks picnicking in areas right in our neighborhood. This Woodward Park overflow problem, I would conjecture, is a pre-view of what we could expect every weekend if automobile access to the LETE were at Riverview Dr.

Allowing public parking and automobile access to the river through the Bluff neighborhood via Riverview Dr. also violates the amendment to the 2035 General Plan adopted by the City of Fresno that mandates that only pedestrian and bicycle traffic be allowed to access the river through Riverview Dr. The General Plan allows for vehicular access and parking at Palm/Nees, but not via Riverview. Just as questionable, logistically the access through Riverview Drive poses the longest distance to the river and the Eaton trail for canoe'rs, horseback riders, cyclists and etc.

The best logistics for access are in Alternative 5b, where Palm&Nees is the closest access to the river and the easiest access for seniors and the handicapped. In addition, there are already existing heavy traffic

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thoroughfares and traffic signals in this commercial district that support Palm/Nees as one of the best access points. The other entrances for this alternative, the 41 Bridge and Woodward Park, give better access to the river as well, with traffic that doesn't encroach on a residential neighborhood.

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As bluff neighborhood property owners, I submit that we are the primary stake holders because we have our livelihoods invested in these properties and are at risk to suffer the greatest loss and damages from the environmental and social impact of any Alternative the Conservancy adopts.

We support the safe and responsible development of the River West project and the 2010 San Joaquin River and Bluff Protection Ordinance. We support a plan that does not increase: auto and foot traffic, parking problems, noise, fire hazards, threats to public safety, crime, loss of privacy and the degrading of the view in which bluff property owners have paid a premium to enjoy, conditions which could cause a decline in our property values (bluff view property typically is valued at 3 times the value of properties across the street). Alternative 1 could potentially create legal problems that could delay the Parkway development and entangle it in the courts for years.

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Remedy:

The Alternative 1 proposal for automobile access and parking through Riverview Dr. should not be adopted. Any use of Riverview Dr. for public access, is unacceptable because of the traffic problems, parking problems, public safety and other unpredictable issues it could create. The resulting quagmire of traffic congestion and foot traffic into surrounding neighborhoods would constitute a public nuisance and disturb a neighborhood that has been traditionally peaceful and quiet.

Alternative 3 is preferred by the Bluff neighborhood residents, along with 5b, where public access and parking is at the south end of the LETE near Spano Park at Palm&Nees. These alternatives are endorsed by the County Board of Supervisors, the City Manager and many other City of Fresno officials and, as well, by Fresno Bee writer Mark Warszawski who concludes after his own investigation that:

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"Spano has indicated, to me and others, that he's a willing seller (Spano has since offered to donate 11.6 acres that would accommodate 100 vehicles). I've also spoken to Cliff Tutelian, who also owns the upper road section, and am confident he could be persuaded if the land is developed in such a way that it adds value to his neighboring properties..... we'd end up with a project that better serves the people of Fresno".

Read more here: <http://www.fresnobee.com/sports/outdoors/article19521936.html>

I find it disappointing that the River West LETE project still has the Alternative 1 plan for access and parking on the table. It shows that the treatment of the Bluff resident's comments regarding access and parking has been perfunctory at best. If indeed one of the primary objectives of the Parkway trust is to open the San Joaquin River Parkway for the "enjoyment" of the public, may I remind you that the property owners in the Bluff neighborhoods are part of the public as well and stand to suffer the greatest impact from how this project is designed and implemented. The bluff property owners, along with the wild life habitats and the natural topography of the San Joaquin River bottom, must be given the highest priority when considering the environmental impact of any design for the river parkway.

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Yours truly,

Sam Lane
284 W. Bluff Ave.; Phone: 559 977-1543; Email: sc4bree@yahoo.com

Letter	Sam Lane
I-103	April 13, 2017
Response	

I-103A *The comment states support for Alternative 3 and 5B, with primary access and parking at Spano Park, and opposition to Alternative 1 because in the commenter's opinion it would be detrimental to neighborhoods and result in litigation.*

The commenter's preference for Alternatives 3 and 5 and opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan. See Section 5.1.1, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller. The analysis found that Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Dr. and Del Mar Ave. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection.

I-103B *The comment states objection to Alternative 1 because in commenter's view the intersection of Audubon Dr. and Del Mar Ave. is busy, neighborhood is densely populated, has existing traffic delays and burdens.*

The proposed project does not include vehicle access at W. Riverview Dr. See the project description in Section 2.4 in Volume I of this FEIR. The FEIR studied multiple alternatives, including Alternative 1 that places vehicle access at the W. Riverview Dr. location. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Dr./Del Mar Ave. intersection which may result in accidents and add to traffic delays at Del Mar Ave. See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact would be reduced to less than significant by conditioning the W. Riverview Dr. vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the

Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable.

I-103C The comment states the project transportation analysis conclusions lack evidence and the FEIR lacked performance of an intersection analysis at the Del Mar Ave./Audubon Dr. entrance, stating the FEIR analyzed roadway segments only.

See Section 3.17 in Volume I of this FEIR and Appendices H and H2 in Volume III. A traffic analysis was prepared for the project in accordance with the City of Fresno Traffic Impact Study Report Guidelines for use in CEQA project review. This study was supplemented as part of the revised FEIR to include an evaluation of intersections. The assessment of roadway segment LOS was based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast average daily traffic (ADT) volumes. The generalized peak-hour roadway segment volumes were subsequently adjusted to reflect traffic volumes on segments of signalized non-State roadways, reflecting the City of Fresno Traffic Impact Study Report Guidelines.

See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR, which states that in July 2011, the City completed a traffic signal warrant study for the Audubon Dr./Del Mar Ave. intersection. The study was performed at the request of local residents. The warrant for 8-hour, 4-hour, and peak-hour traffic is satisfied. The City proposes to add a signal at the Audubon Dr./Del Mar Ave. intersection in the future. The study reported that no accidents occurred at this intersection between July 2010 and July 2011.

See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact of Alternative 1 would be reduced to less than significant by conditioning the W. Riverview Dr. vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable.

I-103D The comment states the EIR errors in choosing Memorial Day as a worst case scenario and that Easter is a better example in terms of parking overflowing into neighborhoods north and south of Audubon Dr.

See response to Comment 3 to the City of Fresno letter (RL-1). A supplemental analysis was conducted using pedestrian and bicycle counts collected during July 31, 2017 and provided to the Conservancy by the City. Under worst case conditions, the use of the counts did not materially

alter the conclusions of the supplemental traffic report and the analysis contained in the EIR remains valid.

I-103E The comments states access via W. Riverview Dr. violates the City's 2035 General Plan and that W. Riverview Dr. poses the longest distance to the River and Eaton trail.

The EIR includes an evaluation of the both the proposed project and each of the alternatives against the policies of the General Plan (see Section 3.11, "Land Use and Planning," in Chapter 3 and the Land Use analysis in Section 5.6 for Alternative 1 in Chapter 5). See Section 5.6 Land Use in Chapter 5 in Volume I of this FEIR for the analysis of Alternative 1 with the General Plan.

I-103F The comment expresses support for Alternative 5B, as well as entrance at the SR 41 bridge and Woodland Park, as the closet to the River and easiest for senior and handicapped, and commercial area has heavy traffic thoroughfares and traffic signals.

See response to Comment I-103A and the FEIR, which evaluates Alternative 5B. Alternative 5B includes an additional public vehicle entrance, and public access to the trail extension through Spano Park, at the terminus of Palm Ave. north of its intersection with Nees Ave., and parking for 40 vehicles on the floodplain. However, the analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

I-103G The comment is about environmental and social impacts on and around the bluff neighborhood under Alternative 1, including traffic and parking, noise, fire hazards, public safety, crime, loss of privacy, view degradation and property values, and support for the 2010 San Joaquin River and Bluff Protection Ordinance.

Under Section 15131 of the State CEQA Guidelines, economic and social impacts are not considered as significant environmental effects.

See response to Comment I-103B about the transportation analysis for Alternative 1.

See Section 3.13 in Volume I of this FEIR regarding analysis of potential noise impacts for the proposed project. See Section 5.6 noise analysis for Alternative 1. The EIR analysis concluded that operation of the project or its alternatives for recreational use would not expose visitor or receptors to noise levels in excess of standards. Noise would be generated by people, horses, and vehicles entering the site and by occasional vehicles and equipment for operations, maintenance, and management. The resulting noise levels would not exceed standards adopted

by the City for adjacent uses. The operational impact would be less than significant. Construction activities under the project or alternatives would cause a short-term temporary increase in ambient noise levels and the noise levels could exceed ambient noise standards established by the City of Fresno for residential areas. However, implementation of Mitigation Measure Noise-1 would reduce the impact to less than significant. (See FEIR Table 5.12-1.)

See Section 5.6 about the public services analysis for Alternative 1. Like the project, the alternatives would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur. The project as well as alternatives would improve access for law enforcement and emergency first responders to the River bottom compared to current conditions. See the hazards and hazardous materials analysis for the proposed project in Section 3.9 in Volume I of this FEIR. Implementation of Mitigation Measures Hazards and Hazardous Materials-1 through Hazards and Hazardous Materials-6 would reduce the potential wildland fire impact to less than significant because the Conservancy would provide appropriate emergency access and signage; would prohibit open burning and the use of barbecue grills; would perform annual and periodic fire prevention activities; would require all construction and maintenance equipment to be properly equipped with spark arrestors; and would prepare and implement a fire prevention plan for construction activities.

Because Alternative 1 would entail construction of additional facilities, including the parking area accessible from W. Riverview Dr., the potential for wildland fire hazards from sparks emitted by construction equipment would be slightly greater than the project's wildland fire hazard, and the impact would be potentially significant. The hazards and hazardous materials BMPs identified in Section 2.5.2 in Volume I of this FEIR would be implemented as part of Alternative 1, in addition to implementing Mitigation Measures Hazards and Hazardous Materials-1 through Hazards and Hazardous Materials-6, reducing the impact to less than significant. Alternative 1 would provide appropriate emergency-vehicle access (fire, police, and ambulance) via the W. Riverview Dr. and also provide additional emergency egress for members of the public using the trail. The project and alternatives would improve access to the River bottom for emergency first responders.

Under Alternative 1, after construction, the second parking lot and recreation amenities, traffic, and people using the trail would be visible during the day. Cars parked in the added parking lot and the Perrin Avenue parking lot would be visible to homeowners on the bluffs, the public at Spano Park, visitors along the Bluff Trail, and traffic traveling along SR 41. All of these changes would alter the visual character of the project area. The presence of the trail extension, parking lot, and recreational amenities would alter the natural aesthetic features of the River as seen from the surrounding area. The long-term presence and use of the trail extension could affect sensitive viewer groups and could be considered a conflict with the unique and scenic resource that is the

River. The impact would be potentially significant. However, implementation of Mitigation Measure Aesthetics and Visual Resources-1 would reduce the impact on scenic vistas to less than significant.

The project site is within the area regulated by the he Fresno City San Joaquin River and Bluff Protection Initiative within the municipal ordinance code. The ordinance prohibits open fires, access to the River during the night, and provides other protections for public health and safety. This local ordinance applies to the project site and is fully enforceable by police, State game wardens and other public safety officers. The proposed operations of the project described in the EIR conform to the ordinance (e.g., the project does not involve camping, fireworks will not be allowed, campfire pits are not proposed, and hours of operation will be within the hours allowed by the ordinance).

I-103H The comment expresses support for Alternatives 3 and 5B.

See response to Comment I-103A about Alternative 3 and 5B. See Section 2.3.1, "Master Response 1: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-103I The comment reiterates opposition to Alternative 1 because of commenter's impression of impacts to the bluff neighborhoods and wildlife habitats and the natural topography of the River bottom should be given the highest priority.

See response to Comment I-103G. See Section 3.5 in Volume I of this FEIR about the biological resource analysis for the proposed project, which concluded that impacts are less than significant with mitigation and application of BMPs. As described in Section 3.5 in Volume I of this FEIR, the dominant habitat community is disturbed annual grassland. The multiuse trail alignment and parking lot would be located in this habitat. The riparian habitat along the River would be avoided.

See Section 5.6 in Volume I of this FEIR. Alternative 1 would result in slightly more ground disturbance, noise generation, and vegetation removal than the project because of the additional parking lot. Impacts on candidate, sensitive, or special-status species or their habitats would be potentially significant. Species using habitat associated with the H and E ponds would be temporarily displaced by noise and visitor activity from the additional parking lot. The impact would be potentially significant. The biological resources BMPs identified in FEIR Volume I, Section 2.5.2, "Best Management Practices," would be implemented as part of Alternative 1. Implementation of Mitigation Measures Biological Resources-1 through Biological Resources-8 would reduce the impact to less than significant.

LETTER I-104:
James R. Lowell, Jr., April 13, 2017

I-104

Melinda Marks

From: Jim Lowell <jrlowelljr@gmail.com>
Sent: Thursday, April 13, 2017 10:13 PM
To: Melinda Marks
Subject: Lewis S. Eaton Trail Extension

Follow Up Flag: Follow up
Flag Status: Completed

Dear Ms. Marks:

I favor the two options preferred by the City of Fresno: Alternative 3 for the trail location and Alternative 5b for parking at Palm/Nees.

James R Lowell, Jr
Coarsegold, CA

A

Letter I-104 Response	Jim R. Lowell, Jr. April 13, 2017
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I-104A The comment states preference for Alternatives 3 for trail location and Alternative 5B for parking at Palm/Nees.

The commenter's preference for Alternatives 3 and 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan. See the FEIR Section 5.11, which evaluates Alternative 5B. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

LETTER I-105:
Cynthia Parker, April 13, 2017

I-105

Janah Wright

From: Cynthia Parker <cindchef@aol.com>
Sent: Thursday, April 13, 2017 12:19 PM
To: Melinda Marks
Subject: Safe and Responsible Development, Access San Joaquin River Access

Dear Melinda,

I have lived in this neighborhood since 1982 and its been a very safe and peaceful neighborhood. I have noticed over the past 2 years there have been many homeless people moving around the neighborhood. My neighbors house was for sale for over one year and we found homeless people in the back yard. We have also had a spike of crime over the years. I feel when people come to our neighborhood, who are not guests of the homeowners, that is an invitation for some dishonest people to just take what they want.

I love living near the San Joaquin River, it is a beautiful sight to see; the tall bluffs and the river down below and all of Mother Natures Gifts. I do not want the public access to be directly through our peaceful neighborhood. Having access on Audubon and Del Mar would disrupt our peaceful neighborhood. Traffic on Audubon has increased so much, it is very difficult to cross Audubon or sometimes turn onto Audubon because of the amount of cars that zoom by. Having access to the River off of Audubon and Del Mar would be a disaster!

The best place to access The San Joaquin River is clear as can be, Nees and Palm. Plenty of room for parking and even canoe drop off as the river isn't that far. There is already access off of Nees and Palm. That seems to be the place to provide all public access to the river. It's a commercial corner and will not impact the already horrible traffic on Audubon. Fresno City Transit system will also provide transportation for all people from Fresno to enjoy the Rivers beauty.

I would hope you would take a better look at the plan of 5B and/or plan 3 as they makes the most since.

1. closest access to the river,
2. traffic signal system is already there
3. won't disturb the neighborhood
4. easy access for Pinedale residences
5. commercial corner
6. easy access for canoe and small boats

I am asking that you strongly consider the public access to the San Joaquin to be Nees and Palm.

Thank you,

Cynthia Parker

Letter	Cynthia Parker
I-105	April 13, 2017
Response	

I-105A *The comment is about commenter's perception of a spike in crime and concerns about homeless people in neighborhood.*

The FEIR analysis concluded the proposed project and alternatives would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur. The proposed project, as well as the alternatives analyzed in the EIR, would improve access for law enforcement and emergency first responders to the River bottom compared to current conditions.

I-105B *The comment states that traffic has increased on Audubon Dr. and expresses concerns about access to the River off Audubon Dr. and Del Mar Ave.*

The proposed project does not include vehicle access at W. Riverview Dr. See the project description in Section 2.4 in Volume I of this FEIR. The FEIR studied multiple alternatives, including Alternative 1 that places vehicle access at the W. Riverview Dr. location. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Dr./Del Mar Ave. intersection which may result in accidents and add to traffic delays at Del Mar Ave. See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact would be reduced to less than significant by conditioning the W. Riverview Dr. vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable.

I-105C *The comment expresses support for access at Palm and Nees because it is a commercial corner, and in commenter's view provides room for parking and canoe drop off, would not impact traffic on Audubon Ave., and it is accessible by City transit system.*

The commenter's preference for Alternatives 5 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. Alternative 5, Palm and Nees Access, was analyzed in Section 5.10 in the EIR. The EIR found it requires acquisition of private land from willing sellers and on mutually agreeable terms, and requires additional mitigation to address the potential for exposure to hazardous materials. See the FEIR Section

5.11 for information about the addition of Alternative 5B. Alternative 5B includes an additional public vehicle entrance, and public access to the trail extension through Spano Park, at the terminus of Palm Ave. north of its intersection with Nees Ave., and parking for 40 vehicles on the floodplain. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

I-105D The comment expresses support for Alternatives 5B and/or Alternative 3 because closest to the River, has existing traffic signal system, won't disturb neighborhood, provides access for Pinedale residences and canoe and small boats, and is a commercial corner.

See response to Comment I-105C about Alternative 5B. The commenter's preference for Alternatives 3 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan.

I-105E The comment reiterates support for River access at Nees and Palm.

See response to Comment I-105C.

LETTER I-106:
Kevin Peters, April 13, 2017

I-106

Janah Wright

From: Kevin Peters <nivekjag@gmail.com>
Sent: Thursday, April 13, 2017 9:01 AM
To: Melinda Marks
Subject: River West Fresno Eaton Trail Extension DEIR

April 13, 2017

Ms. Melinda Marks

San Joaquin River Conservancy

5469 E. Olive Ave

Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I am writing to provide comments on the River West Fresno DEIR with special focus on how access will be provided to the project site. I want to encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera County from Highway 41.
2. Riverview Drive Access shown as Alternative 1.
3. Palm/Nees Access shown as Alternative 5

As a resident of central Fresno I feel it is vital that access to the proposed extension be available to Fresno residents without having to go into Madera County. The DEIR states that a "significant unavoidable impact" for city of Fresno residents is expected due to the use of Perrin Avenue Undercrossing accessed through Madera County from Highway 41 as the only access. The Board has the opportunity mitigate the impact by approving Alternative 1 and Alternative 5. By approving all three of the above listed DEIR options the Board will be looking forward to future expansion of the trail without having to go through DEIR process again for the area.

As to Alternative 1 being a access issue. The Board need only review the City of Fresno 2025 Master Plan to determine that the roads in question for use were developed as an access point for a development on that same land.

C

I strongly urge the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Ave Undercrossing accessed from Madera County on Highway 41, Riverview Drive and Palm/Nees, both dedicated Fresno city streets), people throughout the Fresno-Madera Metropolitan area will have equal access to the site.

D

Thank you for your consideration of these comments.

Sincerely,

Mr. Kevin Peters

1025 E. Robinson Ave

Fresno, CA 93704

Letter	Kevin Peters
I-106	April 13, 2017
Response	

I-106A *This comment states encouragement for approval of three access points at Perrin Ave./SR 41 undercrossing, W. Riverview Dr. shown as Alternative 1, and Palm/Nees shown as Alternative 5.*

The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. The commenter's preference for three public vehicle access points at Perrin Ave (proposed project), W. Riverview Dr. (Alternative 1) and at Palm/Nees (Alternative 5) is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See Section 4.2 in Volume I of this FEIR for information about environmental justice considerations for the community at large, including equitable access to the project area. The EIR also fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicle access and locations of parking lots to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno, however, each involve greater environmental impacts and require additional mitigation measures beyond what is required for the proposed project. These alternatives also require additional actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 for a comparison of the alternatives. The Conservancy Board will consider the information in the EIR to inform their decision to approve the proposed project or one of the alternatives.

I-106B *The comment notes there may be significant impacts to Fresno residents associated with the use of only the Perrin Ave. access point, and this may be mitigated by approving all three access points, eliminating the need to go through FEIR process again for future trail expansions.*

See Section 4.2 in Volume I of this FEIR for information about environmental justice considerations for the community at large, including equitable access to the project area. The FEIR found there is no disproportionate adverse environmental impact of the proposed project on disadvantaged communities; however, the additional access that would be provided by Alternatives 1, 5, and 5B could improve access to the benefits of the project for the residents of Fresno, including disadvantaged communities.

I-106C *The comment is about Alternative 1 access point consistency with City's 2035 General Plan.*

The EIR includes an evaluation of the both the proposed project and each of the alternatives against the policies of the General Plan (see Section 3.11, "Land Use and Planning," in Chapter 3 and the Land Use and Planning section under Section 5.6 for Alternative 1 in Chapter 5).

This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-106D The comment reiterates encouragement for three access points for Fresno-Madera metropolitan area to have equal access.

See response to Comment I-106A and I-106-C about the EIR analysis of equitable access and Alternatives 1 and 5.

See Section 2.3.1, "Master Response 1: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required

LETTER I-107:

Jeffrey M. Reid (McCormick, Barstow, Sheppard, Wayte & Carruth LLP, representing Cliff Tutelian and Tutelian & Co.), April 13, 2017

I-107

Janah Wright

From: Jeff Reid <Jeff.Reid@mccormickbarstow.com>
Sent: Thursday, April 13, 2017 9:00 AM
To: Melinda Marks
Cc: 'michael.crow@doj.ca.gov'
Subject: Comment Letter on DEIR River West Trail Extension Project (SCH# 2014061017)
Attachments: Comment Letter of Cliff Tutelian and Tutelian & Co.pdf

Ms. Marks:
Please see attached comment letter

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April 13, 2017

Email to Melinda.Marks@sirc.ca.gov

Melinda Marks, Executive Officer
San Joaquin River Conservancy
5469 E. Olive
Fresno CA 93727

Re: **DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE SAN JOAQUIN RIVER CONSERVANCY
RIVER WEST FRESNO EATON TRAIL EXTENSION PROJECT
State Clearing House # 2014061017**

Dear Ms. Marks:

This letter is issued on behalf of my clients Cliff Tutelian and Tutelian & Co., Inc., who own interests in properties near the proposed San Joaquin River Conservancy River West Fresno Eaton Trail Extension Project (the "Project").

This is a comment letter concerning the Draft Environmental Impact Report ("DEIR") for the Project. Please ensure this letter and its referenced enclosures are included in the Record of Proceedings regarding the consideration of the Project by the San Joaquin River Conservancy (the "Conservancy").

1. The Alternative 5 Options Analysis Fails CEQA Informational Standards.

The manner in which the DEIR incorporates the analysis of its recommended Alternative 5 is a severe violation of CEQA. Those issues are detailed in items 2 through 3 below. However, even if Alternative 5 was validly incorporated into the DEIR, the analysis of the various Alternative 5 options that it relies upon is incomplete and misleading, and thereby separately violates CEQA standards. That faulty analysis of the feasibility of Alternative 5 and its variants is forth in Appendix I, Road Feasibility Report (the "RFR") and is substantially relied upon in Chapter V of the DEIR.¹

A

a. The DEIR Relies on Incomplete, Inconsistent, and Potentially Inaccurate Analysis of Emergency Vehicle Requirements.

Regarding Emergency Vehicle Requirements, the RFR includes a discussion of Fire Industry Bulletin 2016-004 and Fresno Fire Department ("FFD") Development Policies Section 401 to 409. Fire Industry Bulletin 2016-004 is

B

¹ The DEIR and Road Feasibility Report confusingly use different labels for the options analyzed. The DEIR Alternative 5 is labeled Route 5d in the Road Feasibility Report. The DEIR Alternatives analysis and the Road Feasibility Report are consistent in the labels for Route 5a, 5b and 5c. The Road Feasibility Report includes an option Route 5e that the DEIR disregards. This letter uses the labels applied to the Route options in the DEIR Alternatives analysis.



Melinda Marks, Executive Officer
San Joaquin River Conservancy
April 13, 2017
Page 2

enclosed as Exhibit 1. It makes no reference to any of the stated standards. Regarding FFD Development Policies 401 to 409, only FFD Development Policy Section 403.022 is relevant to the site access standards issues. That Policy is enclosed as Exhibit 2.

The analysis the RFR conducts emphasizes three aspects of the relevant policy. These include a requirement that an emergency vehicle access route: (a) not have longer than a 450 maximum length for a single access point; (b) not have more than a 10% grade; and, (c) emergency vehicle only vehicle access shall have a minimum of 20 feet of clear drive width.²

The RFR's reference to a 450 maximum length of access is based on statement (b) at item 5 of Policy Section 403.022, under the heading "Turnarounds". The last sentence of that standard, which is focused on turnarounds, states that a maximum length of a single point of access shall be 450 feet.

However, Policy 403.022, at item 2, under the heading "Points of Access", at subsection (b), provides that a building or exterior storage area lot with up to 650 feet in length may have a single point of access if it has approved turnarounds that comply with the policy. This discrepancy between item 5(b) and item 2(b) in Policy 403.022 is nowhere referenced in the RFR or DEIR. It is evidence of a potential opportunity for a route to have a 650-foot single point of access with a turnaround. However, that opportunity is not referenced in the RFR. Therefore, to the extent the RFR determines that routes are infeasible based on a 450 foot maximum access length, it appears to be inconsistent with Policy 403.022 – Access – 2(b).

This above cited failure of analysis affects the feasibility analysis of Routes 5a and 5b. The error is compounded because none of the descriptions of any of the Routes actually details the length of the access route. That omission makes it impossible for a reader to assess whether a 450-foot or 650-foot length standard is actually violated, the actual length of such route, and whether any required turnaround might be provided.

Regarding the 10% grade policy, the RFR accurately quotes the entirety of the applicable policy, which confirms that the Fire Marshal has authority to approve a route that is in excess of a 10%³. However, in finding that Routes 5a and 5b violate the standard, the RFR makes no reference to the opportunity to obtain a Fire Marshal variance. In addition, because the RFR's description of the routes fails to detail the actual maximum grade of any of the routes, it provides the reader no opportunity to

² See analysis of Route 5a at RFR 3.1.1.1, which emphasizes violation of the 10% grade and the 450 length requirement, as well as the analysis of Route 5b at RFR 3.2.1 which emphasizes violation of the 10% grade, the 450 length requirement, and the 20 foot clear drive width requirement.

³ The 10% grade policy is quoted at RFR page 2-1, under heading 2.1.



Melinda Marks, Executive Officer
San Joaquin River Conservancy
April 13, 2017
Page 3

consider the extent to which the 10% grade standard is violated by each such route, or the opportunity to thereby have such route obtain the benefits of the potential Fire Marshal variance. Therefore, to the extent the RFR determines that routes are infeasible based on violation of a 10% grade standard, it disregards the opportunity to obtain Fire Marshal variance from the standards, and fails to incorporate information that provides an assessment of the feasibility of such variance.

Regarding the 20-foot clear drive width standard, Policy 403.022, at item 3(a⁴), under the heading "Emergency Vehicle Access", establishes a separate requirement for 20-feet in clear drive width.⁵ The RFR's application of this 20-foot clear drive width requirement to the feasibility analysis of the various Routes is inconsistent and possibly inaccurate. For instance, Routes 5b and 5c are both described as a single road with two 15-foot travel lane alignments. Presumably, those two travel lanes are part of a single roadway, which would then comprise a roadway of 30 feet in width. The RFR finds that, with respect to Route 5c, the 20 foot clear drive width requirement is satisfied. However, somewhat inconsistently, the RFR finds that, with respect to Route 5b, the 20 foot clear drive width requirement is not satisfied. In finding that Alternative 5 meets the 20-foot clear drive width requirement, the analysis notes that the existing private road would have to be widened by 5 feet by cutting into the bluff.

A more accurate and consistently applied analysis of FFD Development Policy 403.022 may have concluded that the 650-foot length route with turnaround could be satisfied by Routes 5a and 5b, that the variance from the 10% grade limit could have been reasonably obtained for the benefit of Routes 5a and 5b, and that the 20-foot wide clear drive width requirement is satisfied by the 30 foot wide roads proposed for both Routes 5b and 5c. Under that scenario, none of the five Routes analyzed in the RFR would have violated applicable Emergency Vehicular Requirements. As a result, Alternative 5 may not have been held out as the sole feasible option.

b. The DEIR Relies on an Incomplete and Inconsistent Analysis of Geotechnical Requirements Concerning Alternative 5.

Regarding Geotechnical Requirements, the RFR (which the DEIR relies upon) emphasizes whether the Route complies with the City of Fresno Bluff Protection

⁴ RFR references Policy 403.022, at item 8(a), under the heading "Emergency Vehicle Access", which focuses on standards for an access point that is established as an emergency vehicle only access point. That policy imposes a requirement of 20-feet clear drive width for emergency vehicle only access. However, the access that is being analyzed in the RFR is not intended as emergency vehicle only access. It appears that the intended access is actually governed by Policy 403.022, at item 3(a), under the heading "Emergency Vehicle Access", which establishes a separate requirement for 20-feet in clear drive width.

⁵ Policy 403.022, at item 5, under the heading "Types of Access" appears to require a minimum of 24 feet of clear width for access during construction periods. The RFR and DER do not discuss how or whether this policy will apply or be satisfied.



Melinda Marks, Executive Officer
San Joaquin River Conservancy
April 13, 2017
Page 4

Overlay District.⁶ A copy of the complete provisions of the relevant City Ordinances is enclosed as Exhibit 3.

It should first be emphasized that Section 15-104 of the Citywide Development Code provides that the Development Code applies, "to the to the extent permitted by State and Federal law, to all private property within the corporate limits of the City of Fresno, including all uses, structures, and land owned by any person, firm, corporation, or organization." (emphasis added). Therefore, it appears that where a public facility is being developed on public property, the City of Fresno Bluff Protection Overlay District (which is part of the Citywide Development Code) will not apply as a constraint to such a project.

Assuming provisions the Bluff Protection Overlay District does apply, the RFR appears to provide an inaccurate assessment of its constraints. That is because the RFR and DEIR assert that Routes 5a and 5b would conflict with the grading standards in the Bluff Protection Overlay District that prohibits grading or alteration of existing topography or construction of any structure on the bluff face. What is inaccurate is that the DEIR (and table 3-1 of the RFR) make no mention of the fact that Alternative 5 requires cutting into the bluff to widen the existing road by 5 feet. That circumstance is stated in the RFR (at Section 3.4.2), as violating the grading standards. However, that circumstance is nowhere reflected in the actual DEIR or RFR Table 3-1.

In analyzing the various Routes, the RFR declares that, with respect to Route 5a, the slope along the toe of the bluff is unstable because of past landfill activities. With respect to Alternative 5 and Route 5b, it is stated that the ground conditions are unknown and slope instability is possible. For Route 5c, the RFR declares that construction of a road and parking lot on landfill could expose construction worker and members of the public to hazardous materials.

What is apparent is that the Geotechnical Constraints that exist for Alternative 5 is the same as exist for Routes 5a, 5b, or 5c, whether the issue is the potential violation of the Bluff Protection Overlay District, the instability of the slope, or the contribution of the slope instability caused by existing historic landfills. Nevertheless, Table 3-1 of the RFR asserts that Alternative 5 is not constrained by such matters, though it asserts that Routes 5a, 5b, or 5c are constrained.

If the mode of analysis for the Geotechnical Constraints were uniformly applied, the same determinations of constraints would be found for Alternative 5 as for Routes 5a,

⁶ The RFR references standards in Article 14 of the Bluff Protection Overlay District and Section 15-1407 of the Citywide Development Code dated March 31, 20-15. The RFR references are inaccurate. The standards of the Bluff Protection Overlay District are presently set forth in Section 15-1603 of the City of Fresno Citywide Development Code.



Melinda Marks, Executive Officer
San Joaquin River Conservancy
April 13, 2017
Page 5

5b, or 5c. As a result, Alternative 5 should not have been held out as the sole feasible option.

Y
C

c. The DEIR Relies on an Incomplete and Inconsistent Analysis of Environmental Constraints Concerning Alternative 5.

With respect to the impacts of landfills in the environs of the Routes and related amenities, the RFR notes, "The specific locations of the various landfills are not known". (RFR, at page 1-6). A conceptual approximation of boundaries is all that is provided. The RFR and DEIR nevertheless attempt to consider the potential impact of those landfills on the various alternative routes, but applies an inconsistent analysis to the issue.

For Routes 5a, 5b and 5c, the RFR emphasizes that a post closure plan may be required because of adjacency to the former Pinedale Dump, and because that circumstance could expose construction workers and members of the public to hazardous materials. Concerns are also expressed about changes to drainage at the site that could cause the landfill materials to become wet and therefore make them more potentially hazardous. Civil liability is also emphasized. (RFR Sections 3.1.3, 3.2.3 and 3.3.3).

For Alternative 5, the RFR asserts that the alternative promotes visitor safety and use of recreational amenities. It further states that worker exposure to environmental contaminants of concern could be minimized with remediation during the construction widening of the existing private road. No expression of concern about public hazards is provided. (RFR Section 3.4.3).

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This very dissimilar treatment in the analysis appears entirely unsupported by the facts disclosed in the RFR and DEIR. The roadway for Route 5b is actually along an alignment that avoids the former Pinedale Dump. It is adjacent along much of its route to the FMFCD storm drainage facility. The fact that the FMFCD storm drainage facility is located at this site reasonably suggests that there is not a significant concern about getting existing landfill materials wet at this location.

Route 5b does site its intended parking lot on what is described as a construction and demolition waste site. However, Alternative 5 sites its parking structure on a similar construction and demolition waste site, albeit at a different location. In any event, a construction and demolition waste site presumably has significantly less hazards than what emanate from a landfill of organic domestic garbage waste that exists in the former Pinedale Dump.

By contrast, Alternative 5 follows an alignment that runs through the former Pinedale Dump, and incorporates a parking lot at location that is near the border of the Former Pinedale Dump and a Construction and Demolition Waste Site. Based on the materials in the Record, it is unfathomable that the RFR analysis concludes that

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Alternative 5 has no environmental constraints respecting the landfills, while such matters render Route 5b infeasible.

The DEIR slightly rectifies the RFR's analysis by detailing the dangers of building upon the former Pinedale Dump, and incorporating three additional mitigation measures to address the matter. The DEIR's additional analysis and mitigation measures seem to prove, however, that the RFR's analysis, which was relied upon by the DEIR in determining that Route 5b was infeasible, was insufficient. As a result, Alternative 5 should not have been held out as the sole feasible option.

d. The DEIR Relies on a Strained Standard for Analyzing Trail Compatibility.

The RFR compares the impacts of Alternative 5 and the various routes and finds that only Alternative 5 is consistent with what it states is a project objective of extending the multipurpose trail downstream from the terminus of this intended Project. (See RFR Section 3.2.4.). That analysis imposes an extraordinarily limited perspective on what can be feasibly attained when it comes to roadways and pedestrian crossings.

With respect to the route alignments and parking facilities illustrated for Routes 5a and 5b, the statement is made that the outermost roadway is at a placement and width that would not allow the trailway to extend along its northern boundary and as a result, any extension of the trail to the south would require a pedestrian crossing over the proposed roadway. It may be desirable to avoid such pedestrian crossings in such circumstance. However, the mere fact that a pedestrian must cross a road (or a car cross a trailway) is not a basis to render an option infeasible. Nor does it justify the claim that circumstance puts in jeopardy the entirety of the objectives of a future project that requires such a crossing. If all interaction between pedestrians and vehicles along the trailway is to be avoided, then avoid placing vehicles and parking lots along the trailway.

With respect to Alternative 5, the RFR's analysis of trail compatibility includes an affirmation that members of the public who might use this point of access may very well park in areas immediately adjacent to the access roadway's intersection with Palm Avenue. It wrongfully assumes, however, that such trail users would focus a parking at the lot for Spano Park. (RFR Section 3.4.4). In fact, however, such trail users will likely impose their parking demands on the property owned by my clients that is immediately adjacent to the proposed Alternative 5 roadway. In this fashion, the DEIR admits an impact of its project on adjacent lands but proposes no mitigation measure for it.



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e. The DEIR Relies on an Incomplete Analysis and Incorrect Environmental Baseline Regarding Constructability of the Intended Trail Access.

The RFR finds that the constructability of the roads for Route 5a and 5b are constrained because the land is privately owned, the private owner's future development goals may conflict with developing the route, and the route is near former landfill areas. Additional concerns are noted about the length of the roadway intended for Route 5a, because among the various options, it requires the greatest length of roadway. (RFR Sections 3.15, 3.25)⁷. With respect to Route 5c, the RFR notes simply that the property is privately owned and that the route would conflict with the private owner's future intended improvements. On that basis, the RFR (and DEIR) concluded that each of those Route options were infeasible.

With respect to Alternative 5, the RFR and DEIR place significant reliance on the existence of what it described as a limited public access easement to the existing road. That analysis misconstrues the actual rights under the existing easement. That easement is included as Exhibit 4 (the "Park Place Easement"). The constraints respecting the Park Place Easement rights are more detailed in Section 4 below. However, in this context it is important to emphasize two things about the Park Place Easement.

First, the Park Place Easement confirms that the easement is available for public use only for so long and such times as the Riverview Drive entrance is open for public access under not less than the same terms and conditions as outlined in the Park Place Easement. Because the Project intends to establish public access at Riverview Drive on conditions less burdensome than it intends for the route along the Park Place Easement, all public access rights along the Park Place Easement will terminate by the terms of that easement instrument. Therefore, the RFR and DEIR are misleading when they state that there are limited public access easements available. No such access rights will exist upon the adoption of the Project.

Second, there is a reason the property owner imposed substantial limitation on the terms and conditions of the Park Place Easement. Broader use of that property as a public access to the river bottom is inconsistent with that property owner's intended use of its existing property in the environs of the Park Place Easement.

The RFR and DEIR dismiss Routes 5a, 5b, and 5c on the basis that those routes are inconsistent with what the private property owners intend for future use of their property. However, with respect to Alternative 5, the recommendation is to violate the terms of the limitations in the Park Place Easement that were established

⁷ Curiously, the relative extent of roadway construction between Alternative 5 and Route 5b is nowhere disclosed. If the extent of roadway improvements is a relevant basis for weighing the Route options against one another, such information should be provided in a Recirculated DEIR.



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by the property owner to protect its existing developed project. The DEIR reflects lesser respect and concern where an access route violates the goals of the owner of an existing improved project versus those of property owners that have not yet invested in their project development and entitlements.

The intent to disregard easement provisions that protect the value of an existing project will have significant consequences on the constructability of the Alternative 5 access. Any condemnation will have to be valued at acquiring all rights to a public right of way. That will be much more costly than simply modifying rights provided under an existing limited easement.

In addition, that condemnation will need to value the entirety of the severance damages that the intended condemnation will cause to the entirety of the existing Park Place development. Such severance damages will include diminishment in value to the Park Place development property that will arise from the use intended to be obtained by the condemnation. The increased trespass parking from trail users, the consequence of likely vandals, vagrants, homeless encampments, fire risks, and other risks associated with such newly broadened public access to the river bottom, are all items that will be valued. Their impact on the value of the adjacent property will then need to be compensated.⁸

2. Alternative 5 Was Not Properly Incorporated into the Project Description, Resulting in Failure of the EIR to Comply with CEQA's Informational Requirements.

The primary purpose of an EIR is its service as a public informational document. (Public Resources Code Section 21061). If the EIR fails to comply with CEQA's information requirement, the lead agency has abused its discretion and failed to proceed in the manner required by law. (*Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, at page 435).

One of the important informational requirements of an EIR is an effective Project Description. A key requirement of a Project Description is that it must depict a precise location and boundary of the project on a detailed map. (CEQA Guidelines Section 15124).

The Project Description detailed in the DEIR describes a project that extends from SR 41 on the east, to Spano Park on the west, and further confirms it extends to a point below the Spano Park overlook. (DEIR Section 1.2, Page 1-2).

⁸ The likelihood and risk of these impacts of public river bottom access to adjacent properties are proven by the adoption of the San Joaquin River and Bluff Protection Initiative, included in Article 15 of Chapter 10 of the Fresno Municipal Code (Section 10-1501 et seq.) Such matters are also evidenced by Public Resources Code Section 32511, which requires the Conservancy to close to the public any lands or facilities that it is not able to maintain for public health and wildlife protection, or to adequately protect the rights of adjacent owners from the public.



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The DEIR's Summary Project Location confirms that the study area comprises lands owned by the State of California, and two parcels owned by the City. It also notes that there are three parcels in the study area owned by others that would not be part of the project, which include one privately owned parcel that is occupied by two residences and two parcels owned by the Fresno Metropolitan Flood Control District. The Summary Project Location makes no reference to any other properties. (DEIR Section 1.2, Page 1-3).

The separate Project Location description at Section 2.3 does make reference to some additional privately owned properties lying between the Conservancy lands and the intersection of Palm Avenue and Nees Avenue that might be incorporated into the Project pursuant to Alternative 5. However, Figure 2-2, which includes an illustration of the Project Study Area, does not encompass any delineation of the properties that Alternative 5 actually intends to incorporate into the Project. In addition, those additional properties described in Alternative 5 are actually not located between the Conservancy lands and the intersection of Palm Avenue and Nees Avenue.

As a result, Alternative 5 attempts to incorporate properties that are outside the bounds of what is described in the Project Description and Project Location. This technique effectively buries the description and disclosure of those affected parcels into a 5th Chapter of the DEIR. It constitutes an awkward and misleading approach to incorporate an additional complement of properties into the project description, which violates CEQA.

A result of this technique the DEIR, at Section 2.8, fails to adequately inventory the areas of controversy and issues to be resolved. For instance, Alternative 5 involves significant impacts respecting hazards and hazardous materials resulting from potential construction improvements upon landfills, which creates potentially significant impacts of a type much different than the impacts assessed in the primary chapters of the DEIR. However, the inventory of issues that the EIR is intended to resolve that are detailed in Section 2.8 entirely ignore the issue of the potential impact of the project on existing landfills and their associated hazardous substances.

In addition, as a result of this technique, the DEIR, at Section 2.9, fails to advise the public that the EIR will presumably be relied upon to initiate condemnation of private property. That "discretionary" approval is nowhere listed in the description of intended uses.

The DEIR should therefore be revised to include a proper description of the Project Location, a proper listing of all of the issues resulting from a complete disclosure of that Project Location, and a proper listing of all intended uses of the EIR associated with an accurate description of the intended Project location.



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3. Alternative 5 Does Not Serve the Purposes of An EIR Alternatives Analysis and Therefore Does Not Justify Failure to Provide an Appropriate Project Description.

An EIR is required to include a range of reasonable alternatives to a project, or to the location of a project. The purpose of that analysis is to identify alternatives that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. (CEQA Guidelines Section 15126.6, emphasis added). The Guidelines further emphasize that the discussion of alternatives "shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project..."

Alternative 5 does not avoid or substantially lessen any of the significant environmental effects of the project. Its inclusion in the DEIR therefore does not serve the purposes of an EIR's required alternative analysis. It can therefore not be used as a device to modify the Project description.

Specifically, Alternative 5 is stated to have potentially significant impacts on aesthetics, biological resources, cultural resources geology and soils, and noise, similar to the impacts projected for the Project. However, Alternative 5 is projected to have greater impacts than the Project on air quality, greenhouse gases, hazards and hazardous materials, hydrology and water quality. There is no class of environmental impacts that Alternative 5 will, if implemented, avoid or substantially lessen. In fact, Alternative 5 requires more mitigation respecting the impact on hazards and hazardous materials than the Project described in the Project Description. (DEIR pages 5-75 through 5-91). Alternative 5 therefore does not qualify as an alternative that is required to be analyzed in an EIR pursuant to CEQA Guidelines Section 15126.6.

The DEIR makes the inaccurate and misleading argument that Alternative 5 was adopted to address limited public access to the River for residents of nearby disadvantaged communities, and more broadly for residents of the Fresno metropolitan area. (DEIR page 5-53). Those are laudable goals. Those are the kinds of goals that should arguably be included in a statement of Project Objectives and thereby be incorporated as elements of a Project Description for the Project that is being primarily evaluated by the DEIR. However, they were not.

The DEIR attempts to claim that environmental justice goals are environmental impacts of a project and that CEQA therefore mandates mitigation measures to address such goals. (DER, Section 4.2, pages 4-17 through 4-21). We are told that travel will have an adverse impact on environmental justice goals. We are also told that the demands for travel, and diminishment in environmental justice, arises because of the need for vehicle travel to the access point intended by the Project



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detailed in the Project Description. This adverse impact on supposed "environmental" goals is then used as the basis for inserting Alternative 5 as an "Alternative".

However, attainment of environmental justice goals are not environmental impacts and they are therefore not impacts to be analyzed in an EIR or "mitigated" by imposition of mitigation measures or project alternatives. If environmental justice goals are to be pursued by public projects, then they should be pursued by projects that contain such goals in the project purposes. They should also be supported by projects whose location and other aspects are part of the Project Description that an EIR intends to primarily evaluate.

The attempt of the DEIR to transmute a CEQA analysis of environmental impacts into broader goals of improving health and safety of human beings was recently criticized by the California Supreme Court in *California Bld. Industry Assn. v. Bay Area Air Quality Management District* (2015) 62 Cal.App.4th 369, 386-387. CEQA is intended to evaluate the environmental effects of a project. To the extent the impact on humans is relevant to that analysis, that analysis is limited to the impacts on a project's users or residents that arise from the project's effects on the environment. Whether a project is aligned with environmental justice goals, or whether the project will generally impact human beings who are an element of the environment, is not an environmental impact of a project. The DEIR's analysis of the Project's impacts on environmental justice goals is entirely unhinged from any CEQA statutes, guidelines or case law.

Alternative 5 is an alternative that does not avoid or lessen any properly construed environmental impact of the Project. It actually creates more impacts and thereby demands more mitigation measures than the Project. Wrapping environmental justice goals around the analysis does not change the fact that the Alternative 5 does not relate to an alternative that mitigates the projects' environmental impacts.

If Alternative 5 is a desired intended pursuit, it should have been incorporated into the Project Description. It is not proper under CEQA for the Project Description and Project purposes to be increased by shoving sideways additional project elements into an Alternatives Analysis that serves no CEQA objectives. This approach violates CEQA. It also led to a failure of the DEIR to adequately analyze the Project that it apparently intends to support.

4. The Alternative 5 Analysis Fails to Disclose the Proper Environmental Baseline for the Park Place Easement, and the Impact of Substantial Condemnation and Severance Damages On Its Feasibility.

The analysis of Alternative 5, at DEIR Page 5-54, states that there are limited public access easements on the private access roads that the Alternative 5 intends to assess. While that condition does presently exist, as detailed in Section 5 below, the



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implementation of the Project will trigger termination of all public access rights along the described private access road. Therefore, any properly conceived environmental baseline for the analysis of the impacts of Alternative 5 should assume that no public access rights exist along the private access road, and all statements inconsistent with that environmental baseline should be discarded because they create a misleading perspective as to the burdens of adopting Alternative 5 as a Project element.

As stated in Section 1(e) above, any proposal to implement Alternative 5 will require a condemnation of private property along the route of proposed Alternative 5. Any condemnation will have to be valued at the costs of acquiring all required rights for a public right of way. That will be much more costly than simply modifying rights provided under an existing limited easement which the DEIR misleadingly suggests would be required.

In addition, that condemnation appraisal will need to value the entirety of the severance damages that the intended condemnation will cause to the entirety of the existing Park Place development. Such severance damages will include diminishment in value to the Park Place development property that will arise from the use intended to be obtained by the condemnation. The increased trespass parking from trail users, the consequence of likely vandals, vagrants, homeless encampments, fire risks, and other risks associated with such newly broadened public access to the river bottom, are all items that will be valued. The fact of such potential impacts to adjacent properties are evidenced by both the San Joaquin River and Bluff Protection Initiative (Fresno Municipal Code Section 10-1501 et seq.) and Public Resources Code Section 32511.

Alternative 5 includes no analysis of the feasibility of implementing that alternative in light of the tremendous expenses that will be associated with attempting to acquire the rights to the access route that it intends.

5. The EIR Fails to Disclose the Impact of the Loss of Rights to Access Pursuant to the Park Place Easement.

The DEIR confirms that pursuant to the Project the Conservancy intends to permanently limit access to the trail from West Riverview Drive to pedestrian and bicycle access (except that public agencies may make vehicular access at the location for maintenance, operations, patrols and emergency response). This circumstance is confirmed as complying with the Fresno 2035 General Plan Policies in POSS-7-g and POSS-7-i. (DEIR at Page 3.149).

However, the DEIR does not explain the impact that the limited public access rights at West Riverview Drive will have on other existing public access rights. It therefore fails to disclose a potentially significant impact of the Project or consider whether such impacts could be feasibly mitigated by recommending changes in Policies POSS-7-g and POSS-7-I and broader public access rights at West Riverview Drive.



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Specifically, there is presently an easement that benefits limited rights of public access to the river bottom at a location near Palm and Nees Avenues. This easement, the "Park Place Easement", was previously referenced in Sections 1(e) and 4 above, and is included as Exhibit 4.

The Park Place Easement makes clear that it provides public access only for so long as and such times as the Riverview Drive entrance is open for public access under not less than the same terms and conditions outlined in the Park Place Easement. The Park Place Easement currently allows public access via vehicles in addition to bicycles and pedestrians.

By limiting public vehicle access at West Riverview Drive, the Project ensures that the rights of the public to make vehicular access under the Park Place Easement will terminate. This is an impact of the Project that is not disclosed.

Because the DEIR fails to disclose such Project impacts, it fails to consider feasible mitigations to such Project Impact. That feasibility analysis should also take into account the actual design standards achieved by the roadways developed along Alluvial Avenue and Riverview Drive in assessing their ability to support the Riverview Drive entrance route for additional public vehicle access. The analysis of Alternative 1 as detailed in Chapter 5 of the DEIR confirms that existing public roadway facilities will well support public vehicular access to the intended parkway from the West Riverview Drive access.

6. The DEIR Fails to Analyze or Confirm Mitigations for the Project's Blighting Impacts.

Providing public access to the river bottom will necessarily carry with it impacts associated with increased trespass parking from trail users, and the consequence of likely vandals, vagrants, homeless encampments and fire risks. The existence of those potential impacts to adjacent properties are evidenced by the San Joaquin River and Bluff Protection Initiative (Fresno Municipal Code Section 10-1501 et seq.), which details a long list of prohibited activities in the environs on the river bottom. Those prohibited activities include the following:

- (a) Overnight camping;
- (b) Depositing, placing, throwing or in any manner disposing of any rubbish, trash, garbage, can, bottle, glass, wood, paper or any decaying or putrid matter of any kind;
- (c) Lighting of any fires or open flames, including but not limited to cooking fires and barbecues;
- (d) Possession or use of fireworks;



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- (e) Entering, remaining or loitering between the following hours: 10:00 p.m. to sunrise from March through October; 6:00 p.m. to sunrise from November through February;
- (f) Discharging of firearms, bows, pellet guns, or paintball guns except in areas or facilities specifically designated for such activities;
- (g) Removal of vegetation or excavation of any rock or stone;
- (h) Removal or disturbance of archaeological or cultural artifacts; or,
- (i) Removing, defacing, damaging or destroying any sign, gate, garbage can, or structure or facility which has been posted in accordance with other provisions of City Ordinances.

It is clear that the reason each of these nuisance activities are expressly further barred by the terms of the San Joaquin River and Bluff Protection Initiative is because they each relate to activities that have historically created problems for neighbors owning property adjacent to the San Joaquin River along the River Bluff. The San Joaquin River and Bluff Protection Initiative is therefore substantial evidence of the existence of such potentially significant impacts that arise (and increase) as public access to the river bottom is enhanced.

Likewise, Public Resources Code Section 32511 requires the Conservancy to close to the public any lands or facilities that it is not able to maintain for public health and wildlife protection, or to adequately protect the rights of adjacent owners from the public. This statute is similarly substantial evidence of problems created on the San Joaquin River where appropriate funding to protect against noxious uses is not assured.

Unfortunately, despite adopted public policies acknowledging such matters, no aspect of the DEIR includes an analysis of the environmental impacts affecting adjacent property owners associated with increased human activity in the river bottom. The DEIR thereby also proposes no mitigation measures to address the blighting influences that such impacts can have on neighboring property owners.

Because the DEIR fails to analyze these impacts, it also fails to discuss potentially feasible mitigation measures. Several important such measures exist. For instance, the existing San Joaquin River Parkway Master Plan Goals, Objectives and Policies provide, at RTP-4, that operating plans for each Parkway segment should be developed in conjunction with affected local jurisdictions to include access control locations, park hours, fees and enforcement provisions. However, the DEIR does not access how this policy has been implemented.

In addition, and more importantly, the mitigation measure might simply focus on providing the public assurances that the requirements of Public Resources Code



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Section 32511 are implemented. This should include a requirement that no portion of any development of the Project be implemented until operating funds to assure the requirements of Public Resources Code Section 32511 are identified. Further, the operational budgets necessary to assure such standards should be subject to a noticed public hearing for complete public input and evaluation. Such measures are very feasible and would simply focus on assuring that standards of existing laws and policies are attained.

7. The EIR Requires Revisions to Assure a Proper Project Description and Appropriate Public Information Disclosures, Which Impose a Duty to Recirculate the Revised DEIR for Further Public Review.

As detailed above, the DEIR violates important CEQA standards. Addressing those requirements will involve substantial revisions to the DEIR document.

Public Resources Code Section 21092.1 provides that when a lead agency adds "significant new information" to an EIR after completion of consultation with other agencies and the public but before certifying the EIR, the lead agency must pursue an additional round of consultation." (*Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412, at p. 447). New information is "significant" where "the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect." (*Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, at p. 1129; accord, CEQA Guidelines Section 15088.5(a)). It is clear that the revisions required for the DEIR will involve disclosure of significant new information that will require recirculation for further public review and comment. We look forward to the opportunity to comment on the recirculated DEIR materials.

Sincerely,
McCORMICK, BARSTOW, SHEPPARD,
WAYTE & CARRUTH LLP

A handwritten signature in blue ink, appearing to read 'Jeffrey M. Reid'.

Jeffrey M. Reid

enc. Exhibits A through D

cc: Mr. Cliff Tutelian
San Joaquin River Conservancy Board Members
Mr. Michael Crow, Esq., Deputy Attorney General
Ms. Sharon Waver, Executive Director, San Joaquin River Parkway & Conservation Trust, Inc.

Letter I-107 Response	Jeffrey M. Reid (McCormick, Barstow, Sheppard, Wayte & Carruth LLP, representing Cliff Tutelian and Tutelian & Co.) April 13, 2017
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I-107A This introductory comment asserts the EIR fails to properly address alternatives to the proposed project as detailed in the items below. It also states that the Road Feasibility Report (RFR), upon which the selection of the route to examine for Alternative 5 in the DEIR was partially based, is incomplete and misleading.

This is an introductory comment to more detailed comments to follow. Please see the more detailed responses to the more detailed comments below.

Chapter 5, "Alternatives," in the DEIR (see Volume I of this FEIR) provided an analysis of a reasonable range of potentially feasible alternatives to the proposed project sufficient to foster informed decision-making consistent with the requirements of CEQA. (See State CEQA Guidelines Section 15126.6.) The DEIR, as revised, fully evaluated six design alternatives that included variations on the trail alignment, points of vehicle access, and location of parking lots. Alternatives selected for full evaluation in the DEIR were those that were determined to be potentially feasible,¹ could accomplish most of the basic objectives, while avoiding or substantially lessening one or more of the significant effects. A DEIR is not required to analyze alternatives which were determined to not be potentially feasible during the scoping process, nor must a DEIR consider every possible alternative. Under the rule of reason, the EIR need discuss only those alternatives necessary to permit a reasoned choice.

The Conservancy process to determine the potential viability of vehicular access via five potential routes and which route to carry forward for full evaluation in the DEIR as Alternative 5 more than met the requirements of CEQA (see State CEQA Guidelines Section 15126.6) and is supported by substantial evidence in the record, including the information provided in the RFR in Volume III, Appendix K of this DEIR. At a public meeting on September 17, 2014, in response to public comments and a preference expressed by City of Fresno representatives during the public participation process, the Conservancy Board directed and authorized consideration of an additional, off-site, public access alternative, in the vicinity of the existing private access road leading the intersection of Palm and Ness avenues and terminating at the River.

¹ State CEQA Guidelines 15364 defines feasible as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." For purposes of evaluating alternatives the Conservancy considered site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether it could acquire, control, or otherwise have access to the alternative site.

The RFR, referenced in this comment, was prepared by Blair, Church and Flynn Consulting Engineers, under contract to the City of Fresno. The RFR was prepared by the City and presented to the Conservancy Board at a public meeting on August 19, 2015. The RFR, together with the Phase I Hazardous Materials and Wastes analysis presented in Appendix F in Volume III of this FEIR, identified preliminary engineering and hazardous materials and wastes constraints associated with five possible public access routes leading into the project area from the Palm and Nees avenues intersection. This constraints analysis provides some of the substantial evidence² upon which the Conservancy relied to exercise its discretion to select a public access route to study in the DEIR as Alternative 5. Chapter 5 of the DEIR explains the Conservancy's rationale for eliminating for further study the other routes examined in the RFR. The RFR provides information that supports the analysis of Alternative 5 in the DEIR and is part of the record the Board may consider when deliberating on the merits of the proposed project and its alternatives.

Because an alternative is evaluated in the DEIR does not mean that alternative will be selected to be implemented. The trail alignment and vehicular entrance described in Chapter 3 of the EIR is the proposed project. The EIR, as revised, also fully analyzed six additional design alternatives to the proposed project based on extensive stakeholder input, and included variations on the trail alignment, and additional points of public vehicle access and locations of parking lots. The Conservancy had broad discretion to choose which alternatives to study in the DEIR provided there is a reasonable basis.

The extensive DEIR and Partially Revised DEIR process, including the public meetings and scoping for the project design and its alternatives, and the thorough evaluation of potential impacts of the proposed project and each of the alternatives, provides sufficient information to foster informed decision making and public participation, as required by CEQA.

I-107B This comment states the RFR analysis of different public vehicle routes for the Alternative 5 and its variants did not accurately and consistently apply an analysis of Fresno Fire Department [FFD] policies, including Policy 403. The commenter states that if the policies had been consistently applied, the route that ended up being fully analyzed in the DEIR as Alternative 5 may not have been determined to have been the only potentially feasible option.

During the development of alternatives in scoping the DEIR, the Conservancy examined the potential feasibility of several vehicle routes for public access at Palm and Nees avenues to

² State CEQA Guidelines Section 15384 defines substantial evidence to mean "... enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached."

develop Alternative 5. The RFR evaluated the viability of vehicular access via five potential routes (Routes 5a-5e) starting adjacent to or near the intersection of Nees and Palm avenues. Each route was independently evaluated for feasibility in constructing a paved two-way road to provide public access to a parking area. Based on the full technical evaluation, the RFR recommended a single route (a hybrid of the RFR's Route 5d and Route 5e), which was further developed and analyzed under CEQA as Alternative 5 in the DEIR.

The constraints analysis based on the RFR and Phase I hazardous materials assessment used several criteria to objectively evaluate the strengths and weaknesses of each potential route, including threats present in the environment. The criteria included emergency vehicular requirements; geotechnical considerations, environmental constraints, and trail compatibility. The RFR examined the road feasibility based on a number of factors including length of road, grade of road, width of road, objectives of the project, and constructability.

The emergency vehicular requirements (FFD policies), cited by the commenter, were just one of the criteria used to evaluate the potential feasibility of each route and was not the sole basis for eliminating any route from further evaluation in the DEIR as suggested by the commenter. Other factors, such as significant constraints due to the land use and waste disposal history, risks to public health and safety, and environmental liabilities, as examined in the Phase 1 hazardous-materials site assessment (Appendix F in Volume III of this FEIR), and other constraints, were also considered to select the route to fully analyze in the DEIR. The FFD policies were consistently applied to all five routes in the scoping evaluation included in the RFR. Routes 5a and 5b were found to be inconsistent with FFD policies because they required a grade greater than 10 percent and a route length greater than the maximum length of 450 feet for a single access point. Whereas Routes 5c, 5d, and 5e were found to be consistent with the FFD policies because the design required a lower grade, and provided appropriate emergency access. Routes 5d and 5e would follow the existing Gravel Haul Road.

Following receipt of this comment letter, the Conservancy prepared and circulated for review a full analysis of one of the routes previously eliminated from further examination during this scoping process. The previously named "Route 5b" was fully examined as "Alternative 5B" in the Partially Revised DEIR. The redesigned option was based on new information provided by the City of Fresno. See Section 5.11 of the partially Revised DEIR for that evaluation. As shown in Figure 5.11-1, public access under Alternative 5B would occur via a road and trail extension through Spano Park at the terminus of Palm Avenue north of its intersection with Nees Avenue. The potential feasibility of this design upon more in-depth review is discussed in the Palm Bluffs River Access Schematic Design Report conducted by Blair, Church and Flynn (July 2017), Appendix I in Volume III of this FEIR.

I-107C This comment states that the DEIR relies on an incomplete and inconsistent analysis of geotechnical requirements because it does not properly apply development policies of the City of Fresno Bluff Protection Overlay District to the proposed project and alternatives. The commenter states the Geotechnical constraints analysis in the Road Feasibility Report was not consistent for each of the alternate routes examined to develop Alternative 5, and the same geotechnical constraints exist for the route selected for Alternative 5 as the other routes eliminated from analysis in the DEIR.

See responses to Comments A and B above regarding the role of the RFR during the development of alternatives to be analyzed in the DEIR.

The RFR included an analysis of geotechnical constraints of the grading standards for each of potential routes in relation to the Bluff Protection Overlay District. That aspect of each potential route was just one of several factor used to determine the feasibility of each route and whether to carry that route forward for full examination as an alternative in the DEIR. See Section 5.10 of the EIR for the explanation of the rationale for eliminating each of the other routes from further examination. This information was provided in the DEIR to inform the public of the Conservancy's reasoning for its selection of the route selected for examination as Alternative 5 per State CEQA Guidelines section 15126.6, subsection (c).

The EIR, as revised, developed after the RFR, also evaluated the consistency of the proposed project and each of the alternatives evaluated in the DEIR against the standards contained in Section 15-1407 of the Citywide Development Code (Bluff Protection Overlay District), which states: "No grading or modification of the existing landscape or alteration of existing topography or construction of any structures shall be permitted on the bluff face or air space above it." For Alternative 5, the EIR states that the State would need to acquire private land and additional access easement rights from a willing seller and through mutually agreeable terms. Under the State's sovereign authority, the Bluff Protection District would not apply to future development of Alternative 5 on State lands; however, under the condition the Alternative 5 access improvements would be implemented under the ownership of a public agency other than the State, the Bluff Protection Overlay District requirements would apply. The agency would need to perform the required geological studies and possibly secure a variance for the improvements.

I-107D This comment asserts the DEIR relies on an inconsistent analysis of the location and hazards of the landfill sites for Alternative 5 and the various routes initially evaluated.

Please see response to Comments A, B, and C above for an explanation of the scoping process and the use of a Phase I hazardous materials assessment as well as the RFR analysis

to eliminate various routes for an entrance at Palm and Nees from further evaluation in the DEIR, and the subsequent full evaluation of the former Route 5b as Alternative 5B in the Partially Revised DEIR.

Based on a full Phase I Hazardous Materials and Waste assessment (Appendix F in Volume III of this FEIR), the DEIR disclosed the presence of landfill sites at sufficient level of detail to determine reasonably foreseeable hazards to health and safety for the proposed project and the alternatives evaluated in the EIR, including Alternative 5. Figure 5-8 of the DEIR depicts the approximate location of the various disposal sites as they were known based on data provided in the Phase I assessment.

Subsequent to release of the DEIR, the Conservancy, working with the City of Fresno, contracted with the Blair, Church and Flynn to perform a detailed feasibility study and preliminary engineering for Alternative 5B. As part of that report, soil borings were taken to refine the location and extent of landfill waste at that potential project site. See Appendix I in Volume III of this FEIR for the *Palm Bluffs River Access Schematic Design Report*.

In the Partially Revised DEIR, the mitigation measure for Alternative 5 was revised under the Hazardous and Hazardous Materials section. The analysis of Alternative 5 and 5B are consistent in terms of evaluating the hazards associated with the sites as a former landfill area and they each include the same recommended mitigation measures. The mitigation measures recommended for Alternatives 5 and 5B require preparation of Phase II Environmental Site Assessment by a licensed environmental professional conducted to standards set by the ASTM (ASTM E1903-11). Also, a post closure plan must be prepared and implemented before the Conservancy acquires the land for each of those alternatives. Contrary to the commenter's assertions, the evaluation of the limitations and mitigation requirements based on the potential hazards of the former landfill site were consistent for the alternatives evaluated in the EIR that involved those landfill areas (Alternatives 5 and 5B).

I-107E This comment states the RFR incorrectly finds the route ultimately evaluated as Alternative 5 in the DEIR as the only route compatible with the objectives for the proposed project.

See response to Comments A, B, and C above regarding the role of the RFR during the development of alternatives to be evaluated in the DEIR and the role of an alternatives analysis in an EIR. The RFR provided a preliminary evaluation of each route's compatibility with the potential development of a trail for each of the five potential routes, and identified different trail compatibility constraints for each based on the different design and locations. Since the design and location of each of the routes were different, the compatibility conclusions differed; they could

not be evaluated in exactly the same manner as requested by the commenter. The trail compatibility information provided in the report was only one of several factors that ultimately affected the decision to carry forward one particular route for full evaluation in the initial DEIR.

I-107F This comment suggests the RFR analysis of trail compatibility for the route ultimately carried forward for evaluation as Alternative 5 does not properly address parking-related impacts and fails to propose mitigation measures for impacts the commenter asserts would occur on his client's land.

Please see response to Comments A, B, and C above regarding the role of the RFR during the scoping process to select a route for full evaluation as Alternative 5 in the DEIR. The cited section in the RFR regarding the preliminary trail compatibility evaluation of that route was just one of the constraints criteria used to select which route to fully study in the DEIR. There was no requirement for the RFR to propose mitigation measures as it is not evaluating environmental impacts or making significance conclusions, which is the role of the DEIR. It simply provided information as a part of the scoping process on potential constraints for each of the routes evaluated, in order to consider one of the routes for study in the DEIR.

This is separate and distinct evaluation from the CEQA traffic analysis conducted for the EIR for the proposed project and each of the alternatives evaluated in the DEIR, which was developed after the RFR and is based on different criteria. The EIR fully evaluated the traffic impacts of the proposed project (see Chapter 3 of the EIR) and each of the alternatives, including Alternative 5, evaluated in the EIR (see Chapter 5 of the EIR). See the traffic analysis for Alternative 5 is at section 5.10.17 in the DEIR. Nothing in that section contradicts the information provided in the RFR nor does it rely up on the RFR.

I-107G This comment states the RFR misconstrues the limitations of a public access easement related to Route 5d and that this led to a faulty conclusion of feasibility of this route.

See responses to Comments I-107A through I-107F above for information on role of the RFR and alternatives selection process for the DEIR. The private ownership of lands on which the various routes evaluated in the RFR, and the private owners' plans for those lands, was just one of several criteria evaluated in the RFR. The RFR does not misconstrue the easement issues related to Route 5d, which was ultimately selected for evaluation as Alternative 5 in the DEIR. It states:

Although the land is privately owned, State and local agencies have certain limited public access easements on these roads. Constraints associated with the private landowner's plans for future improvement would conflict with the alignment for this route. The public access easements would

need to be broadened to accommodate visitor access. Therefore, Route 5d is constrained and may be feasible.

Contrary to the commenter's statements, this section in the RFR acknowledges there are limitations on the public easement on those lands. Although all the details of those restrictions are not detailed to the degree noted by the commenter, this information was sufficient for purposes of the constraints analysis in the RFR, which helped inform which route to fully study in the EIR as potentially feasible. The DEIR also provided information about the private ownership of certain lands affected by Alternative 5 under both the Environmental Setting section (see Table 5.10-2) and Land-Use (Section 5.10-1) for that alternative in Chapter 5.

CEQA requires an EIR to examine the physical environmental effects of a project on the environment. The details about the limited access associated with the Park Place Easement are not directly relevant to evaluation of environmental impacts of this alternative, which is focus of an EIR analysis. Rather it represents other constraints and hurdles that may impact the ability to fully carry out this alternative and could be relevant to an ultimate finding regarding the feasibility of this alternative. Therefore, no more information about the easement restrictions was required in the EIR.

I-107 H This comment states the project description in the DEIR does not meet CEQA's requirements because it does not make reference to privately owned lands associated with Alternative 5.

The DEIR provides a description of the proposed project that fully meets the requirements of CEQA. (See State CEQA Guidelines Section 15124.) The information in Chapter 2 of the DEIR is sufficient for evaluation and review of the environmental impacts of the proposed project.

Components of the description included in Chapter 2 are:

- (a) The precise location and boundaries of the proposed project.
- (b) A statement of the objectives sought by the proposed project.
- (c) A general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities.
- (d) A statement briefly describing the intended uses of the EIR.

Some of the pages referenced by the commenter are to the Executive Summary (Chapter 1), which provides only a summary of the project description. The full project description is provided in Chapter 2. Alternative 5 is not part of the proposed project, but rather is an alternative to the proposed project developed consistent with Section 15126.6(f)(2)(a) of the State CEQA

Guidelines. Therefore, Chapter 2 should not include a description of lands involved with Alternative 5. The description of Alternative 5 and other alternatives evaluated in the DEIR is provided Chapter 5. See responses to Comment A above regarding the purposes and scope of an alternatives analysis, which is distinct from the description and analysis of the proposed project.

I-1071 This comment asserts that Chapter 2 of the EIR fails to disclose areas of public controversy related to Alternative 5, specifically related to existing landfill and hazardous materials. It also states the EIR does not list as an intended use of the EIR that it is for a "discretionary" approval and requests revisions to the EIR to address these issues.

See response to Comment H above regarding the purpose of Chapter 2 and how that differs from Chapter 5. The DEIR acknowledges on page 2-23 that public safety and nuisance activities are an area of public controversy. Impacts to public services, including fire protection and law enforcement for the proposed project, are evaluated in Section 3.15, "Public Services," of the DEIR (see Volume I of this FEIR). As explained above, Alternative 5 is described and evaluated separately in Chapter 5 because it is not the proposed project, but rather an alternative to the proposed project. Section 5.10 of the DEIR provides a thorough description of this alternative, including maps of landfill areas, and evaluates the potential exposure to hazardous materials under section 5.10.9. The Partially Revised DEIR revised the mitigation measures in section 5.10.9 to clarify the requirements to be consistent with the expanded evaluation of Alternative 5B. Also, the EIR does explain that the purpose of the EIR is to provide information necessary for an approval of a discretionary project. See page 1-1 in Chapter 1 and Section 2.9 in Chapter 2. No revisions to the EIR are required based on this comment.

I-107J Alternative 5 does not meet the purposes of CEQA as it does not avoid or lessen any of the project's significant effects.

See response to Comments A and B, above, for detailed discussion about the selection and evaluation of alternatives. Alternative 5 would provide more convenient vehicle access to residents of the Fresno Metropolitan area, including disadvantaged communities. See Table 5.12-1 as revised in the Partially Revised DEIR circulated for public comment after receipt of this letter for a comparative evaluation of Alternative 5 and other alternatives against the proposed project.

The EIR, as revised, fully evaluated six action alternatives to the proposed project that included variations on the trail alignment, points of vehicle access, and location of parking lots. Included are three alternatives that could increase opportunities for access by providing additional convenient vehicle access points for residents of the Fresno metropolitan area, including

disadvantaged communities. The Conservancy's selection of these alternatives was informed by extensive input from the general public, organizations and businesses, and public agencies. Specifically, concerns were raised that limiting vehicular access to one entrance at Perrin Avenue, as described for the proposed project, limited access for residents on the Fresno side of the River because it required additional miles of travel north on SR 41. Several commenters stated the additional travel required would create a barrier to access for disadvantaged communities in the Fresno area. See comment Letters O-1 through O-8 and the responses to each of those letters for more information about this concern.

See the revised Section 4.2, Environmental Justice Considerations, circulated for public review as part of the Partially Revised DEIR for more information regarding the revised analysis of this access issue.

Ensuring accessibility to the River is a project objective, consistent with the Conservancy's San Joaquin River Parkway Master Plan, and part of the statutory mission of the Conservancy. PRC Section 32510 states:

The San Joaquin River Conservancy is hereby established in the Resources Agency to acquire and manage public lands within the San Joaquin River Parkway, which shall consist of the San Joaquin River and approximately 5,900 acres on both sides of the River between Friant Dam and the Highway 99 crossing. ... The conservancy shall acquire and manage these lands in the parkway to provide a harmonious combination of low-impact recreational and educational uses and wildlife protection through the preservation of the San Joaquin River, existing publicly owned lands, the wildlife corridor, and natural reserves.

This objective is also driven by the San Joaquin Parkway Master Plan Goal RA2: Provide recreational and educational opportunities to all segments of the population.

The EIR concluded that, although the additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access, these alternatives require additional mitigation measures beyond what is required for the proposed project, and each involve additional actions that are not completely within the control of the Conservancy. See responses to comment Letter O-1.

Although an EIR should focus on alternatives that will reduce or avoid environmental impacts, the Lead Agency is not precluded from also presenting alternatives that will provide greater project benefits. (See e.g. *Village Laguna of Laguna Beach, Inc. v. Board of Supervisors* (1982) 134 Cal.App.3d 1022, 1028 [alternatives analysis that included evaluation of a "high density" alternative upheld as providing a reasonable range of alternatives].) Therefore, the Conservancy

was not prohibited by CEQA from evaluating alternatives that could provide greater access, and thereby greater project benefits, and better achieve the objectives of the project and policies of the Conservancy. By including a large number of alternatives, and fully evaluating the environmental impacts of each, the EIR provides sufficient information to allow the decision-makers to make an informed decision about providing additional access opportunities while balancing the environmental impacts.

I-107K This comment suggests Alternative 5 does not meet project objectives.

See response to Comments I-107A through I-107J, above, for detailed discussion behind the selection and evaluation of alternatives, including the revised analysis of access to the project site evaluated in the Partially Revised DEIR, Alternatives 1, 5, and 5B.

I-107L This comment states that environmental justice goals are not to be considered under CEQA.

See response to Comment I-107J above. Based on the scoping process, the EIR included an evaluation of how well the proposed project would provide access to residents of the city of Fresno and Madera County, and more specifically, access for disadvantaged communities.

The partially revised DEIR, circulated for public review after receipt of this comment, revised Section 4.2 to clarify and distinguish the analysis of potential disproportionate and adverse environmental effects from potential disproportionate levels of benefits of the project (access issue), which is a socioeconomic consideration. Please see the revised analysis in Section 4.2. The revised analysis found the proposed project does not have the potential to result in a disproportionately high and adverse environmental effect on disadvantaged communities. It also found that, although the proposed project improves existing public access to the River by providing a trail extension and a safe off-road parking area off the Perrin Avenue alignment for up to 50 vehicles with public amenities, the single public access point may result in less convenient access to the project's benefits for residents of disadvantaged communities traveling from Fresno. The analysis of alternatives examined options for increasing opportunities for access by providing additional convenient vehicle access points for residents of the Fresno metropolitan area, including disadvantaged communities. See also responses to comment Letters O-1 and O-5.

I-107M this comment states that all public access rights will cease along private access road (gravel haul road) with selection of the proposed project; that implementation of Alternative 5 will require public condemnation and result in tremendous costs; and that the EIR does not explain the impact of the proposed project on the public access provided by the Park Place Easement.

See response to Comment I07-G above regarding the easement issue. See also responses to Comments I-107A and I-107B regarding CEQA's requirements for an alternatives analysis and the selection of Alternative 5 for evaluation as a potentially feasible alternative. An alternative need only be potentially feasible to be considered for evaluation in the EIR. (See State CEQA Guidelines Section 15126.6(a).) Issues such as ability and costs to acquire land or access easements required for an alternative are legitimate considerations for the decision makers to evaluate when deliberating on the merits of the project or one of its alternatives, and the feasibility of the alternatives. (See State CEQA Guidelines Section 15091(a)(3).)

As noted by the commenter, and recognized in the EIR, the existing Park Place Easement provides for access equivalent to that provided at Riverview Drive. The proposed project would provide for bicycle and pedestrian access to the proposed project at West Riverview Drive. Under the proposed project the terms and conditions of the Park Place Easement would remain unchanged. The gate on the private road on which the Park Place Easement is located is often locked, precluding vehicles from entering this informal River access area. This condition would remain unchanged under the proposed project. The Conservancy does not have, and therefore cannot exercise, powers of eminent domain. As acknowledged in the EIR, if Alternative 5 were approved, implementation would require acquiring lands and/or access easements rights on mutually agreeable terms through negotiations with willing sellers.

I-107N This comment asserts the EIR fails to adequately analyze the proposed project's blight impacts.

This comment states that providing access to the River would necessarily introduce impacts associated with increased trespass parking, vandals, vagrants, homeless encampments, and fire risk. The project is an extension of the existing Lewis S. Eaton Trail, and upon implementation the proposed project would establish visitor access to and management of the River West project area. Contrary to the commenter's assertions, the EIR did fully evaluate all environmental impacts associated with increased human activity near the River and imposes mitigation measures to avoid potential impacts that the commenter raises. See for example, Mitigation Measure Hazards and Hazardous Materials-4 that states:

Signage containing the following or equally effective language shall be placed at all trail access points:

Wildland fires destroy habitat and can threaten lives and structures—be fire safe! The following prohibitions apply throughout the trail area:

- (a) No open fires, campfires, or fireworks.

- (b) No burning of any trash, vegetation, brush, stumps, logs, fallen timber, or any other flammable material.
- (c) Portable barbecues or grills may not be used.
- (d) No smoking

See also Section 3.15, "Public Services," in Volume I of this FEIR. As discussed in Section 3.15, the proposed project would enhance access to the River for fire response, law enforcement and emergency services by providing additional vehicle access at the Perrin entrance, W. Riverview Dr., and along the trail. The project site is within an existing response boundary and operation would not hinder response times by emergency personnel.

See Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR for a description of the project's operational characteristics. The trail incorporates features including fencing and setbacks to keep travelers on the trail surfaces and protect sensitive resources. Before opening the site to the public, regulations will be developed for project operation, including prohibitions on camping, open fires, smoking, dogs off-leash, and other measures to protect public health and safety. Therefore, the project would not result in neighborhood blight as suggested in this comment.

I-1070 This comment states mitigation is required to ensure that the operational and maintenance programs associated with the project are adequately funded.

See response to Comment I-107N. In accordance with State law and policies, project planning may occur; however, the project improvements, including any approved alternatives, may not be constructed until adequate long-term operations and maintenance resources are secured. The San Joaquin River Conservancy Act requires that the Conservancy close to the public any of its lands or facilities that it is unable to maintain in a clean and safe manner, and adequately protect wildlife and rights of adjacent property owners from the public (PRC Section 32511). These limitations are also consistent with the City General Plan policies, since "full development," that is, construction, will not occur until sustainable funding is developed.

I-107P This comment suggests the DEIR should be recirculated to address "significant new information." The Conservancy prepared a Partially Revised DEIR and circulated it for a 45 public review period to address new information following receipt of this comment letter. See responses to Comments 1 and 2 for information about that additional analysis. None of the comments raised in this letter require any additional revisions to the EIR (as revised by the Partially Revised DEIR) and no recirculation is required under PRC Section 21092.1.

LETTER I-108:
Bruce A. Roberts, April 13, 2017

I-108

Janah Wright

From: Bruce A Roberts <baroberts@mail.fresnostate.edu>
Sent: Thursday, April 13, 2017 2:15 PM
To: Melinda Marks
Subject: Comments on DEIR
Attachments: Letter SJRC Draft EIR.pdf

Dear Melinda:

Please find the attached file with my comments.

Thank you,

Bruce Roberts

A

Bruce A. Roberts
5634 West River Bottom Avenue
Fresno, CA 93722

April 13, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I support the approval of Alternative 5 the Palm/Nees Access. This access point is more convenient than the Madera (No. 1) access and would utilize existing public streets and historical use patterns. This access point would significantly reduce automobile emissions from the increased travel distance to the Madera site. If there is sufficient need for another Madera County access, then include the Perrin Avenue option.

I do not support the further development of the Riverview Drive access, Alternative 1. This access point already exists with limited parking and public entrance. I do not support the increased traffic through a residential neighborhood even on public streets. These streets were designed for residential traffic where the Palm/Nees avenues are designed for heavier traffic flow. My rationale is based on minimizing traffic flow and road miles to access points. I also respect a residential neighborhood's rights to avoid unplanned for traffic.

At the Pinedale meeting, I was surprised there was no information on the cost estimations for the alternatives. Even a gross "saddle back" estimate would have been helpful in making practical decisions. I understand the SJRC Board would not necessarily be deciding on the lowest cost alternative, however having some idea of differences would be helpful in deciding between achievable options.

In the future, both options may be needed to accommodate the public access to the San Joaquin River Parkway. Therefore, I encourage the Conservancy Board of Directors to approve the DEIR with the Palm/Nees Access, Alternative 5, and the Perrin Avenue/Madera Co. options. By including the two access points (Perrin Avenue undercrossing accessible from Madera County on the

A
(cont)

B

C

D

Ms. Melinda Marks
Page 2

April 13, 2017

Old Highway 41, and Palm and Nees, in time, people throughout the Fresno-Madera
Metropolitan Region will both have equitable access to San Joaquin River.

Sincerely,



Bruce A. Roberts

D
(cont)

Letter	Bruce A. Roberts
I-108	April 13, 2017
Response	

I-108A *The comment states support for Alternative 5 because commenter believes it is more convenient and will reduce automobile emissions compared to increased travel to Madera site.*

The commenter's preference for Alternative 5 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See Section 3.4 in Volume I of this FEIR for information on the air quality analysis for the proposed project. The analysis concluded construction and operation of the project would not result in pollutant levels that would exceed the criteria pollutant thresholds established by San Joaquin Valley Air Pollution Control District (SJVAPCD). The project would comply with all relevant SJVAPCD rules for the criteria pollutant emissions associated with project operations. Additionally, the project's construction-related and operational emissions would not result in a cumulatively considerable net increase for any criteria pollutant for which SJVAPCD is in nonattainment under the applicable national ambient air quality standards (NAAQS) or California ambient air quality standards (CAAQS).

See Section 5.10 in Volume I of this FEIR. Alternative 5 would reduce VMT by each visitor to the project area from the Fresno metropolitan area; however, the analysis found that total operational emissions would be greater overall because public vehicle access and parking would increase and become more convenient resulting in overall higher VMT. Additionally, Alternative 5 requires acquisition of private land from willing sellers and on mutually agreeable terms, and requires additional mitigation to address the potential for exposure to hazardous materials.

I-108B *The comment expresses opposition to Alternative 1 because in the commenter's view, it results in increased traffic on streets designed for residential use compared to Palm and Nees avenues, designed for heavier traffic.*

The commenter's opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR, which concluded that impacts would be reduced to less than significant by conditioning the W. Riverview Dr. vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable. Similar to with-project conditions, all roadway segments under

Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS.

I-108C The comment asks about including cost estimates for the alternatives when deciding between options.

Under Section 15131 of the State CEQA Guidelines, economic and social impacts are not considered as significant environmental effects and therefore, there is no cost information included in the EIR. The Conservancy Board may consider costs of each option when deliberating on the project at a future public meeting. This comment does not identify any specific issues related to the adequacy of the EIR analysis; no further response is required.

I-108-D The comment expresses support for Alternative 5, inclusive of the entrance at Perrin Avenue.

Alternative 5 and the other access alternatives evaluated in the EIR are inclusive of the features of the proposed project, including the entrance at the Perrin Avenue alignment. The commenter's support for Alternative 5 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER I-109:
Bonnie Rooney, April 13, 2017

I-109

Bonnie Rooney

239 W. Bluff Ave.
Fresno, CA 93711
559-287-6127
rooney559@comcast.net

April 13, 2017

Melinda Marks, Executive Officer
San Joaquin River Conservancy
5469 E. Olive
Fresno, CA 93727

Dear Ms. Marks:

As the time draws near for the San Joaquin River Conservancy to make a decision about where to make the San Joaquin River accessible to the general public, I would like to express my opinion. For years, I have been very supportive of the Conservancy's plans to develop a path along the San Joaquin River, much like the one along the American River in Sacramento. Having a maintained trail system along the river would be an invaluable asset to the community.

A

After reviewing the possible access points, I have determined that the Palm/Nees area would be the best for the community. It is the easiest area to expand into appropriate parking and is already a commercial area. It is also the closest access point to the river itself, making it more desirable for people wanting to bring recreational equipment and for those with disabilities. Because the Palm/Nees area is already a commercial area, the infrastructure is already in place, thus reducing expenses. It has also been identified by the City as being the most logical and practical access point, and it has already been adopted in 2014 in the 2035 General Plan. Additionally, developing the Palm/Nees area as the access point would not have a negative impact on the surrounding residential neighborhoods.

B

The Hwy 41 bridge area would also be an appropriate area to develop as an access point to the river. There is plenty of room there to accommodate more vehicles, and it would be a connection point to Madera.

C

The Palm/Nees area is the ideal location to develop an access area to the San Joaquin River. When the river project is completed, the Fresno community will have a unique, natural recreational area to enjoy, and it will make Fresno a more desirable community in which to live.

D

Sincerely,



Bonnie Rooney

Letter	Bonnie Rooney
I-109	April 13, 2017
Response	

I-109A *The comment states support for the Conservancy plan to develop a path along the San Joaquin River because a maintained trail system along the River would be an invaluable asset to the community.*

This comment does not identify any specific issues related to the adequacy of the EIR analysis; no further response is required.

I-109B *The comment expresses support for access at Palm/Nees because commenter believes it is easier to expand parking in commercial area, closest to the River for people with recreational equipment and those with disabilities, is identified in the City's 2035 GP, and would not have negative impacts on surrounding residential neighborhoods.*

The commenter's preference for Alternatives 5 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. Alternative 5, Palm and Nees Access, was analyzed in Section 5.10 in the EIR. The analysis found it requires acquisition of private land from willing sellers and on mutually agreeable terms, and requires additional mitigation to address the potential for exposure to hazardous materials. See also the FEIR Section 5.11 for information about the addition of Alternative 5B. Alternative 5B includes an additional public vehicle entrance, and public access to the trail extension through Spano Park, at the terminus of Palm Ave. north of its intersection with Nees Ave., and parking for 40 vehicles on the floodplain. However, the analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

I-109C *The comment states access at SR 41 bridge area is also an appropriate area because of room to accommodate more vehicles and connection point to Madera.*

The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. Alternative 5 and the other access alternatives evaluated in the EIR are inclusive of the features of the proposed project, including the entrance at the Perrin Avenue alignment.

I-109D The comment reiterates support for access at Palm/Nees area.

See response to Comment I-109B.

LETTER I-110:
Sue Seiden, April 13, 2017

I-110

From: suseiden@comcast.net
To: [Melinda Marks](#)
Subject: River West Fresno Eaton Trail Extension DEIR
Date: Thursday, April 13, 2017 10:05:21 PM

April 13, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to ask the Conservancy Board of Directors to approve the DEIR with access points that will equitably benefit everyone in the Madera-Fresno-Metropolitan Region

As you are aware, these three access points are:

1. 1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. 2. Riverview Drive Access evaluated as Alternative 1
3. 3. Palm/Nees Access evaluated as Alternative 5

Thank you for considering my request.

Sincerely,

Sue Seiden
Fresno, CA

A

Letter I-110	Sue Seiden April 13, 2017
Response	

I-110A The comment expresses support for equitable access and for three access points at Perrin Ave./SR 41 undercrossing, W. Riverview Dr. as evaluated under Alternative 1, and Palm/Nees as evaluated under Alternative 5.

The commenter's preference for three public vehicle access points at Perrin Ave (proposed project), W. Riverview Dr. (Alternative 1), and at Palm/Nees (Alternative 5) is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See Section 4.2 in Volume I of this FEIR for information about environmental justice considerations for the community at large, including equitable access to the project area. The EIR also fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicle access and locations of parking lots to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno, however, each involve greater environmental impacts and require additional mitigation measures beyond what is required for the proposed project. These alternatives also require additional actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 for a comparison of the alternatives. The Conservancy Board will consider the information in the EIR to inform their decision to approve the proposed project or one of the alternatives.

LETTER I-111:
Tom Thomas, April 13, 2017

I-111

From: [Tom Thomas](#)
To: [Melinda Marks](#)
Subject: Lewis S. Eaton Trail / San Joaquin River Trail Access
Date: Thursday, April 13, 2017 7:39:03 PM

Dear Melinda

I have been involved for many years on San Joaquin River projects. Lost Lake, Hallowell Ranch, Eaton Property, Spano Property, River Buddies, Pashayan Park and the Fish Hatchery.

Many of these have been done through my East Fresno Kiwanis Group and some just as a volunteer. I also own land on the River at Gravelly Ford. It is my desire to see public access to the River at as many locations as possible. I particularly would like to see access provided for fishing, small boats, canoes, kayaks and picnicking. A trail that courses next to the river, with access to the river itself would best serve the public. I would encourage you to support Alternative 3 as the best choice for the extension. There are hundreds of acres set aside without access, as it should be, but the public needs their access to some these areas as well. Please work for giving the public as much access as possible with the River Trail.

Thank you for your work at the Conservancy.

Tom Thomas -- thomasfarm@msn.com

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Letter I-111 Response	Tom Thomas April 13, 2017
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I-111A The comment expresses support for public access at as many locations as possible, particularly for fishing, picnicking, and watercraft, and a trail that courses next to the River, and states support for Alternative 3.

The commenter's preference for Alternative 3 and multiple points of access is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. The proposed project includes pedestrian trails to the River's edge. In Alternative 3, the trail extension would be aligned closer to the River's edge in the more southerly (downstream) portion of the site, and would remain as proposed by the project in the northerly (upstream) portion of the site. However, Alternative 3 requires additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan (see Section 5.8 in Volume I of this FEIR).

LETTER I-112:
Bert and Edith Tribbey, April 13, 2017

I-112

Janah Wright

From: Bert Tribbey <bertt@mail.fresnostate.edu>
Sent: Thursday, April 13, 2017 5:57 PM
To: Melinda Marks
Cc: sweaver@riverparkway.org; David Grubbs
Subject: River West DEIR Comments
Attachments: River West DEIR Comments - Tribbey.pdf

Dear Ms Marks:

Attached is a letter containing our comments on the River West DEIR. The essence of the letter is to add our strong support for multiple access points to the River West project, particularly with emphasis on the addition of Alternative 1 (Riverview Drive) access as essential to the project's future value to the region. At minimum, vehicle access both there and at the Perrin Avenue Underpass is critically important. To us, it is the only rational way to produce an area that really serves the people in our region. A

Thanks for considering our comments, and best wishes,

Bert & Edith Tribbey
26077 Pittman Hill Rd
Clovis, CA 93619

April 12, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

We are so pleased that the River West Fresno Eaton Trail Extension project DEIR is being considered for approval. This project is sorely needed for a metropolitan area so poorly served with areas of this type. Its present and future importance to the region demands that the project be done correctly because the stakes are so high.

It is for that reason that we want to comment on access to the project site and parking at the project site. Unless both of those aspects are done correctly, any benefit of the project will be greatly minimized.

We strongly support convenient and equitable vehicle access for all people in the area served by the project, and sufficient on-site parking for those using the project. To accomplish this, we urge the Conservancy Board of Directors to approve the project site by including all three potential access points identified in the project, specifically:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

Of those, the most critically important to us is Alternative 1. Failing to include convenient project access on the Fresno side of the project would be a blunder that must not be made. Coupled with the Perrin Avenue Undercrossing, these entrances would meet access needs equitably. Omitting either would badly underserve a very large number of people. To us, the only rational approach would be to provide both of those access points at minimum, with the Palm & Nees entrance added when feasible.

We would like to thank the San Joaquin River Parkway for providing helpful materials on the project, and the importance of getting it approved correctly.

Thank you for your consideration of these comments.

Sincerely,

Bert and Edith Tribbey
26077 Pittman Hill Rd
Clovis, CA 93619

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(cont)

Letter I-111	Bert and Edith Tribbey April 13, 2017
Response	

I-112A The comment states support for multiple access points (Perrin Ave./SR 41 underpass, W.

Riverview Dr. evaluated as Alternative 1, Palm/Nees evaluated as Alternative 5) to the project for equitable access and ample parking for the entire region, with Alternative 1, at a minimum, and Palm/Nees added when feasible.

The commenter's preference for three public vehicle access points at Perrin Ave (proposed project), W. Riverview Dr. (Alternative 1) and at Palm/Nees (Alternative 5) is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See Section 4.2 in Volume I of this FEIR for information about environmental justice considerations for the community at large, including equitable access to the project area. The EIR also fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicle access and locations of parking lots to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno, however, each involve greater environmental impacts and require additional mitigation measures beyond what is required for the proposed project. These alternatives also require additional actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 for a comparison of the alternatives. The Conservancy Board will consider the information in the EIR to inform their decision to approve the proposed project or one of the alternatives.

LETTER I-113:
Cliff Tutelian, April 13, 2017

I-113



April 13, 2017

Councilman Steve Brandau
Fresno City Hall
2600 Fresno Street
Fresno, CA 93721

Supervisor Andreas Borgeas
2281 Tulare Street #301
Hall of Records
Fresno, CA 93721-2198

Dear Gentlemen,

I am writing to you in your capacities as members of the San Joaquin River Conservancy Board, who also serve in important elected offices representing districts that encompass the intended River West Fresno Eaton Trail Extension Project or immediately adjacent properties.

My legal counsel has submitted a formal comment letter to the Conservancy regarding the EIR document circulated for the Project. However, I wanted to write to you separately regarding the broader policy issues.

Based on my evaluation of the comments and analysis that our comment letter details, I believe the most supportable option for any desired additional public access in the vicinity of Spano Park is the option the EIR describes as Route 5b. I believe that many of the claims of its infeasibility are not well supported. The governing Board of the Conservancy should ensure it initiates a process that allows the governing Board to fully deliberate that option.

Sincerely,

A handwritten signature in black ink, appearing to read "Cliff Tutelian", written over a horizontal line.

Cliff Tutelian
Tutelian & Co. Inc.
President

A

Letter	Cliff Tutelian
I-113	April 13, 2017
Response	

I-113A *The comment states that in his opinion the most supportable option for public access is in vicinity of Spano Park, described as route 5B and that claims that it is infeasible are not well supported.*

Following receipt of this letter, a full analysis of a variation of the former Route 5b previously eliminated from full evaluation, was included as Alternative 5B in the Partially Revised DEIR. The analysis was conducted because the Conservancy determined this alternative was potentially feasible based on new information it received. See the FEIR Section 5.11, which evaluates Alternative 5B. Alternative 5B includes an additional public vehicle entrance, and public access to the trail extension through Spano Park, at the terminus of Palm Ave. north of its intersection with Nees Ave., and parking for 40 vehicles on the floodplain. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

LETTER I-114:
Tony Rainaldi and Trish Arnold, April 14, 2017

I-114

From: [Patricia Arnold](#)
To: [Melinda Marks](#)
Cc: [Rainaldi, Tony](#)
Subject: San Joaquin River Access
Date: Friday, April 14, 2017 7:05:27 PM
Attachments: [image002.png](#)

April 12, 2017

Ms. Melinda Marks
Executive Officer
San Joaquin River Conservancy
5469 E. Olive
Fresno, CA 93727

RE: San Joaquin River Access project

Dear Ms. Marks:

We are submitting this letter to clarify that we do not oppose the San Joaquin River Access project, but we do believe that you must proceed with an alternative that would provide safe and convenient access to the river for all to enjoy. We therefore support Alternatives 3 and 5B.

It is our understanding that the City of Fresno adopted a General Plan in 2014 for the benefit of the entire city. This General Plan allows for vehicular access at Palm/Nees, not Riverview. As a resident on Ridgeview Avenue, we are in favor of a safe and responsible development of this regional amenity for ALL the citizens of Fresno County.

Again, our support remains with Alternatives 3 and 5B.

Tony Rainaldi and Trish Arnold

Tony Rainaldi and Trish Arnold
8472 N Ridgeview Avenue
Fresno, CA 93711
917-0364 (Tony)
559-303-5670 (Trish)


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(cont)

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Letter I-114 Response	Tony Rainaldi and Trish Arnold April 13, 2017
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I-114A The comment states support for developing safe and responsible development for all citizens, and supports Alternatives 3 and 5B as the City of Fresno's 2035 General Plan allows for vehicular access at Palm and Nees avenues, not W. Riverview Dr.

The commenter's preference for Alternatives 3 and 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicle access at W. Riverview Dr. See the project description in Section 2.4 in Volume I of this FEIR. The FEIR studied multiple alternatives, including Alternative 1 that places vehicle access at the W. Riverview Dr. location. In Alternative 3, the trail extension would be aligned closer to the River's edge in the more southerly (downstream) portion of the site, and would remain as proposed by the project in the northerly (upstream) portion of the site. However, Alternative 3 requires additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan (see Section 5.8 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

LETTER I-115:
Tori and Kenny Alles, April 14, 2017

I-115

Janah Wright

From: Tori <torkenn@gmail.com>
Sent: Friday, April 14, 2017 10:04 AM
To: Melinda Marks
Subject: [MSOFFICE QUARANTINE] Fresno River West Project
Attachments: San Joaquin River Conservancy.docx

Thank you for inviting concerned residents of Fresno to communicate their concerns and opinions regarding this exciting project.

Since we are aware the deadline for comments is on April 15th, would you confirm receipt of our letter?

Again, thanks so much!

Tori and Kenny Alles
211 W. Brier Circle
Fresno, CA 93711

torkenn@gmail.com
(559) 440-9699

A

April 14, 2017

Tori & Kenny Alles
211 W. Brier Circle
Fresno, CA 93711

Melinda Marks
Executive Officer
San Joaquin River Conservancy
Melinda.Marks@sjrc.ca.gov

Re: The Fresno River West Project

Dear Ms. Marks,

We first want to express our whole-hearted enthusiasm for the Fresno River West Project! It is long overdue.

We believe it is a project that will provide individuals and families alike to get closer to nature and enjoy our beautiful river. We look forward to unitizing a safe and convenient access to the river.

Upon reading the two strikingly different approaches to the development project, we fail to see the logic in the Alternative 1 position. First: It is not in keeping with the City of Fresno's 2035 General Plan, which was adopted by the city and county unanimously. Secondly: No common sense and eliminates homes, parking and biking trails.

Because we live on W. Brier Circle, we have experienced how dangerous and hair raising our left turn to access Del Mar then to Audubon, can be! With the drivers coming from and to the homes and apartments being a challenge already, adding a river access point will complicate existing traffic issues for everyone. In turn, the entry would make the river experience less user friendly to people who want an easy access.

We have spent time reviewing both Alternative 1 and Alternatives 3 and 5B, the latter two just make more sense. Here are just a few benefits we determined about to the Nees and Palm entry:

- Easier access from Herndon to Palm, then Nees
- City Transit system
- Near a shopping center that has restaurants and offers a variety of family fun activities
- Closer to the river
- Supported by the City of Fresno (we vote these folks in to represent the good of all Fresno residents, don't we?)
- No crazy turn about that will complicate a very busy travel path from Friant onto Audubon.

We thank you, in advance, for considering our experiences and opinions. We hope that common sense will prevail adopting an alternative that will not end up prolonging this project any further.

Yours truly,

Tori and Kenny Alles
Tel: (559) 440-9699 Email: torkenn@gmail.com

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(cont)

B

Letter	Tori and Kenny Alles
I-115	April 14, 2017
Response	

I-115A The comment expresses opposition to Alternative 1, because commenter believes it is not consistent with the City of Fresno's 2035 General Plan, it eliminates homes, parking and biking trails, and because of existing traffic issues at Del Mar Ave. and Audubon Dr. making the River access and experience less user-friendly.

The commenter's opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicle access at W. Riverview Dr. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41.

The FEIR studied multiple alternatives, including Alternative 1 that places vehicle access at the W. Riverview Dr. location. Alternative 1 consists of the project as described in Section 2.4, "Project Description," in Volume I of this FEIR, plus a public vehicle entrance, additional parking area (40-stall lot), and public access to the trail extension from W. Riverview Dr. In this alternative, the trail extension alignment, Perrin Avenue parking lot (for 50 vehicles), and associated recreation amenities would be constructed as described for the project. Analysis of Alternative 1 found significant impacts to transportation that could be mitigated with a traffic signal or traffic roundabout at the intersection of Audubon Dr. and Del Mar Ave. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR, which concluded that impacts would be reduced to less than significant by conditioning the vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable.

The City of Fresno has identified the intersection in question as requiring a traffic signal in their long term plans (see Section 3.17 in Volume I of this FEIR). At the time traffic signal warrants are met the City would consider a specific design for controlling traffic at this location. If the Conservancy were to approve Alternative 1, the Board could condition the approval on prohibiting development of a vehicle entrance and parking from West Riverview Drive until the time the City has completed the design and construction of a traffic control improvement.

See Section 5.6.11 for an evaluation of Alternative 1 in relation to the City General Plan.

I-115B The comment expresses support for Alternative 3 and Alternative 5B because there would be City transit, it is near restaurants and family activities, it is closer to the River, would be easier access from Herndon to Palm Ave., is supported by City, and doesn't require turnabout on a busy travel path from Friant along Audubon Dr.

The commenter's preference for Alternatives 3 and 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. In Alternative 3, the trail extension would be aligned closer to the River's edge in the more southerly (downstream) portion of the site, and would remain as proposed by the project in the northerly (upstream) portion of the site. However, Alternative 3 requires additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan (see Section 5.8 in Volume I of this FEIR). See the FEIR Section 5.11, which evaluates Alternative 5B. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

LETTER I-116:
Maureen Armstrong, April 14, 2017

I-116

From: [Maureen Armstrong](#)
To: [Melinda Marks](#)
Date: Friday, April 14, 2017 6:05:08 PM

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Maureen Armstrong

Sent from my iPhone

A

Letter I-116	Maureen Armstrong April 14, 2017
Response	

I-116A *This comment states encouragement for approval of all three access points at Perrin Ave./SR 41 undercrossing, W. Riverview Dr. evaluated as Alternative 1, and Palm/Nees evaluated as Alternative 5 to provide equal access for people throughout the Fresno-Madera Metropolitan Region.*

The commenter's preference for three public vehicle access points at Perrin Ave (proposed project), W. Riverview Dr. (Alternative 1), and at Palm/Nees (Alternative 5) is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See Section 4.2 in Volume I of this FEIR for information about environmental justice considerations for the community at large, including equitable access to the project area. The EIR also fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicle access and locations of parking lots to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno, however, each involve greater environmental impacts and require additional mitigation measures beyond what is required for the proposed project. These alternatives also require additional actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 for a comparison of the alternatives. The Conservancy Board will consider the information in the EIR to inform their decision to approve the proposed project or one of the alternatives.

LETTER I-117:
Saeed Attar, April 14, 2017

I-117

Janah Wright

From: Saeed Attar <sattar@mail.fresnostate.edu>
Sent: Friday, April 14, 2017 7:40 AM
To: Melinda Marks
Subject: Letter of concern
Attachments: Marks, Melinda-SJRC-13 April 2017.pdf

Dear Ms. Marks,

Attached, please find a copy of a signed letter I have written to voice our (my wife and myself) strong opposition to Alternative 1, as well as strong support for Alternatives 5B and 3, in the proposed plans for accessing the San Joaquin River near our neighborhood at Audubon and Del Mar avenues. To ensure that my letter will reach you (just in case the email attachment does come through), I have copied and pasted the contents in this email as well (below).

Thank you for your time and attention.

Sincerely,
Saeed Attar

--

April 13, 2017

Ms. Melinda Marks
Executive Officer
San Joaquin River Conservancy
5469 E. Olive
Fresno CA 93727

Dear Ms. Marks:

On behalf of my wife (Afarin Elahi) and myself, I would like to voice our concerns regarding the proposed plans for accessing the San Joaquin River near our neighborhood at Audubon and Del Mar. **Hereby, we strongly OPPOSE Alternative 1, and firmly FAVOR Alternatives 3 and 5B.**

Letter	Saeed Attar
I-117	April 14, 2017
Response	

I-117A The comment states support for Alternatives 3 and 5B and opposition to Alternative 1.

The commenter's preference for Alternatives 3 and 5 and opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See Section 2.3.1, "Master Response 1: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-117B The comment states opposition to Alternative 1 because commenter believes it violates City of Fresno's 2035 General Plan.

The proposed project does not include vehicle access at W. Riverview Dr. See the project description in Section 2.4 in Volume I of this FEIR. The FEIR studied multiple alternatives, including Alternative 1 that places vehicle access at the W. Riverview Dr. location. The EIR includes an evaluation of the both the proposed project and each of the alternatives against the policies of the General Plan (see Section 3.11, "Land Use and Planning," in Chapter 3 and the Land Use and Planning section under Section 5.6 for Alternative 1 in Chapter 5).

This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-117C The comment states opposition to Alternative 1 because commenter does not want to encourage more traffic congestion, specifically on Audubon Dr. and at intersection of Audubon Dr. and Del Mar Ave.

The proposed project does not include vehicle access at W. Riverview Dr. See the project description in Section 2.4 in Volume I of this FEIR. The FEIR studied multiple alternatives, including Alternative 1 that places vehicle access at the W. Riverview Dr. location. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Dr./Del Mar Ave. intersection which may result in accidents and add to traffic delays at Del Mar Ave. See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact would be reduced to less than significant by conditioning the W. Riverview Dr. vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-

1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable.

I-117D The comment states opposition to Alternative 1 because Mitigation Measure Alt. 1-Traffic-1 does not mention the adverse effects on residences along Audubon Dr.

See Section 3.17 in Volume I of this FEIR about the transportation analysis for the proposed project. A traffic analysis was prepared for the project in accordance with the City of Fresno Traffic Impact Study Report Guidelines for use in CEQA project review (Appendices H and H2 in Volume III of this FEIR). See response to Comment I-117C. The Conservancy would not be undertaking this traffic improvement project and would not be responsible for determining the design, including determining any environmental impacts associated with that traffic improvement. See also responses to Comments RO-1-4 and RO-1-6.

I-117E The comment states opposition to Alternative 1 because does not provide trail near the River, causing foot/cycle traffic to leave paved trail to get to water's edge, causing damage to natural amenity.

The proposed project and the access alternatives all include pedestrian trails to the River's edge. For Alternative 3, the paved multiuse trail would be near the River bank in some locations. See response to Comment I-117F below regarding Alternative 3, which analyzed a trail aligned closer to the River's edge.

I-117F The comment states favor for Alternatives 3 and 5B because more appropriate access point in addition to existing access at Woodward Park and Copper River trailhead and parking are near the Perrin Ave. undercrossing of the SR 41 bridge can be expanded, and bus transportation to Valley Children's Hospital can provide a stop near the SR 41 access point.

In Alternative 3, the trail extension would be aligned closer to the River's edge in the more southerly (downstream) portion of the site, and would remain as proposed by the project in the northerly (upstream) portion of the site. However, Alternative 3 requires additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan (see Section 5.8 in Volume I of this FEIR). Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

I-117G The comment states favor for Alternatives 3 and 5B because Palm/Nees is the closest access point to the River, has an established traffic signal system, is easier for vehicles hauling trailers, is closer to adjacent neighborhoods such as Pinedale, is on City's transit system, and supported by City of Fresno's 2035 General Plan.

See responses to Comments I-117A and I-117G above.

I-117H The comment states favor for Alternatives 3 and 5B because in alignment with City of Fresno's 2035 General Plan, allows additional trail for use by more people including seniors and disabled persons, allows for trail near and along the River, and lessens creation of dirt trails.

See responses to Comments I-117A and I-117G above. In Alternative 3, the trail extension would be aligned closer to the River's edge in the more southerly (downstream) portion of the site, and would remain as proposed by the project in the northerly (upstream) portion of the site. However, Alternative 3 requires additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan (see Section 5.8 in Volume I of this FEIR). A 12-foot-wide paved connector trail would be constructed to provide access from the Bluff T trail to the trail extension near W. Riverview Dr. The trail extension would be about 22 feet wide, with a 12-foot-wide paved surface, a parallel 8-foot-wide hard natural surface for equestrian use, and a 2-foot shoulder (opposite the natural surface area). The trail would provide accessibility in accordance with the Americans with Disabilities Act. ADA compliance is noted in the project description (FEIR Section 2.4). See Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan. This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-117I The comment states favor of developing the regional amenity and concerns about alternatives in FEIR.

See Table 5.12-1 for a comparison of the alternatives studied in the EIR. The six alternatives studies in the EIR represent a reasonable range of alternatives for the Conservancy Board to make an informed decision. The Conservancy Board will consider the information in the EIR to inform their decision to approve the proposed project or one of the alternatives.

I-117J The comment states trail should not undermine 2010 San Joaquin River and Bluff Protection Overlay Districts, which was in response to a fire in July 2009.

The City of Fresno adopted the San Joaquin River and Bluff Ordinance. The proposed project does not cross the bluff face; therefore, no conflict with the Ordinance would occur. The proposed

project would be consistent with the Ordinance, providing buffers, landscaping, features, and management measures to minimize impacts on private residences

I-117K The comment expresses support for safe and responsible development of a plan for the River West Fresno project that address safety issues and demonstrates ability for funding operations and maintenance, and adverse impacts to established neighborhood is unfair and unrealistic and would be negative and divisive precedence for future trail expansion.

Pursuant to Section 15123 of the State CEQA Guidelines, the FEIR provides information on potentially significant environment impacts of the proposed project to the public and the decision-makers and recommends measures to mitigate those impacts and analyzes alternatives to the project. See Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR. The project would include ongoing maintenance activities including trash service, weed abatement, and similar methods to provide for project visitors and protect surrounding areas. Under Section 15131 of the State CEQA Guidelines, economic and social impacts are not considered as significant environmental effects and not required to be analyzed in an EIR. This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-117L The comments in an attached letter are duplicative of the comments included in the body of the email.

See response to Comments I-117A through I-117K.

LETTER I-118:
Vishnu and Lavanya Bobba, April 14, 2017

From: [vishnu.bobba](#)
To: [Melinda Marks](#)
Cc: [Kristine Walter](#)
Subject: support of Alternative 3 and 5B.
Date: Friday, April 14, 2017 5:09:02 PM

Dear Ms. Marks,

We would like you to know that we realise and agree the need for additional parks and recreational activities in Fresno and Madera and the river is a beautiful place to be enjoyed by everyone. We definitely support safe and convenient access to the river.

However we have some concerns regarding your current proposal.

We are concerned about Alternative 1 as it has some draw backs and we are against it and do not support it.

To start with Alternative 1 is not even near or close to the river for the public to enjoy the scenery.

It will create more traffic at the intersection of Delmar and Audubon and it not only increases the risk of accidents to auto travelers but also to the pedestrians and bicyclists.

We are sure you are quite aware that the Audubon is a very busy street all day long and especially in the morning and evening hours the traffic is very congested and the proposed vehicular access via Delmar and Riverview will only worsens the problem.

Delmar at Audubon is the primary route available for the 180 apartments and 168 homes that amount to 600 private vehicles that does not include service vehicles entering and exiting from the neighborhood. We go to work everyday using the route and left turn to Audubon from Delmar is very difficult and dangerous at prime time and we witness near Collision misses very frequently. Allowing more traffic will only make it worse.

The residents of Brier circle also face the same problems when making a left turn on Delmar to get to Audubon.

Creating a parking lot off view will increase pollution, noise, dust and unsafe environment.

Any plan should also address public safety, traffic impact, fires, water safety, fire and police protection, vandalism, trash, and trail maintenance and other problems.

The proposed plan should also show the funding for the operations and upkeep of the trail after construction.

The river west project is 22 miles in length and will have many additional access points to serve the people of the county. We do not understand why to create access at Riverview through an established neighborhood that will lead to additional safety, traffic, pollution and security problems.

The SJRC already denoted parking areas at Copper River trailhead and Woodward Park that are not fully used.

Alternative one is in conflict with and in violation of Fresno city's 2035 general plan because of proposed vehicular access via Riverview

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The City of Fresno 2035 General Plan was adopted in 2014 and is for the benefit of the entire city. The Plan allows for vehicular access at Palm/Nees, but not via River View.
The 2010 San Joaquin River and Bluff Protection Ordinance drafted by Supervisor Andreas Borgeas who was council member at the time in response to an 11.9 acre fire set by vandals in July 2009, and believes the trail should be implemented in a manner that does not undermine the Ordinance. The ordinance was unanimously approved by City council and board of supervisors.

Our neighborhood is in favor of safe and sound development of this area to be enjoyed by all citizens of Fresno County.

The plan Alternatives 3 and 5B appears to address almost all above concerns, hence we support and favor them.

We support and favor 5B or a variation of, because:

We feel it is more appropriate for vehicular access at 1. 41 highway bridge area and 2. Palm/Nees. These access points are in addition to the one at Woodward Park that currently available. The parking area near bridge can be easily expanded to create more spots. The present city bus that goes to Valley children's hospital can provide a stop at highway 41 access point.
Palm/Nees is an ideal location for the vehicular access to the River: 1. Being a commercial area will not impact residential traffic 2. Probably closest access point to the river 3. Already have traffic signals 3. Easier for vehicles with trailers to enter and exit 4. Easy access to adjacent neighborhoods (e.g. Pinedale) 5. The access point is on the city's transit system 6. The access point studied and included in 2035 general plan by the city.

We also favor Alternative 3 because

It is part of the Fresno city 2035 general plan. It allows additional trails for enjoyment more people including seniors and physically challenged persons.

We strongly feel that the trail should be as close and along the river as possible. 1. People using the trail want to be close to the river 2. Trails near the river will lessen the chance of creating dirt trails 3. Will provide easy access for physically challenged persons 4. Discourage creation and competition of dirt trails by pedestrians and cyclists.

Sincerely,
Vishnu VR Bobba
Lavanya VL Bobba
276 West Bluff Avenue, Fresno, CA 93711

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(cont)

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Letter	Vishnu Bobba
I-118	April 14, 2017
Response	

I-118A *The comment expresses support for safe and convenient access to the River and states concern with the current proposal.*

This comment does not identify any specific issues related to the adequacy of the EIR analysis; no further response is required.

I-118B *The comment states lack of support for Alternative 1 because it is not close to the River, creates traffic at Del Mar Ave. and Audubon Dr. increasing risk of accidents, Audubon Dr. is busy and congested, and W. Riverview Dr. access would worsen traffic problems including for Brier Cir. residents.*

The proposed project does not include vehicle access at W. Riverview Dr. See the project description in Section 2.4 in Volume I of this FEIR. The FEIR studied multiple alternatives, including Alternative 1 that places vehicle access at the W. Riverview Dr. location. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Dr./Del Mar Ave. intersection which may result in accidents and add to traffic delays at Del Mar Ave. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR, which concluded that impacts would be reduced to less than significant by conditioning the vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable.

I-118C *The comment states parking off W. Riverview Dr. will increase pollution, noise, dust, and unsafe environment and any plan should address public safety, traffic impact, fires, water safety, fire and police protection, vandalism, trash, and trail maintenance and other problems.*

See Section 3.13 in Volume I of this FEIR regarding noise analysis for the proposed project and Section 5.6 Noise for analysis of Alternative 1. The EIR analysis concluded that operation of the project and the alternatives for recreational use would not expose visitor or receptors to noise levels in excess of standards. Noise would be generated by people, horses, and vehicles entering the site and by occasional vehicles and equipment for operations, maintenance, and management. The resulting noise levels would not exceed standards adopted by the City for

adjacent uses. The operational impact would be less than significant. Construction activities under the project or alternatives would cause a short-term temporary increase in ambient noise levels and the noise levels could exceed ambient noise standards established by the City of Fresno for residential areas. However, implementation of Mitigation Measure Noise-1 would reduce the impact to less than significant.

See Section 3.4 in Volume I of this FEIR for information on the air quality analysis for the proposed project. The analysis concluded construction and operation of the project would not result in pollutant levels that would exceed the criteria pollutant thresholds established by San Joaquin Valley Air Pollution Control District (SJVAPCD). The project would comply with all relevant SJVAPCD rules for the criteria pollutant emissions associated with project operations. Additionally, the project's construction-related and operational emissions would not result in a cumulatively considerable net increase for any criteria pollutant for which SJVAPCD is in nonattainment under the applicable national ambient air quality standards (NAAQS) or California ambient air quality standards (CAAQS). See Section 5.6, Air Quality for analysis of air quality for Alternative 1. Alternative 1 would generate only slightly more construction-related and operational emissions than the project. All air quality impacts for the project or alternatives would be less than significant (see FEIR Table 5.12-1).

See Section 3.17 in Volume I of this FEIR about the transportation analysis for the proposed project. A traffic analysis was prepared for the project in accordance with the City of Fresno Traffic Impact Study Report Guidelines for use in CEQA project review (Appendices H and H2 in Volume III of this FEIR). The analysis concluded that impacts for the proposed project would be less than significant. See the hazards and hazardous materials analysis for the proposed project in Section 3.9 in Volume I of this FEIR. Implementation of Mitigation Measures Hazards and Hazardous Materials-1 through Hazards and Hazardous Materials-6 would reduce the potential wildland fire impact to less than significant because the Conservancy would provide appropriate emergency access and signage; would prohibit open burning and the use of barbeque grills; would perform annual and periodic fire prevention activities; would require all construction and maintenance equipment to be properly equipped with spark arrestors; and would prepare and implement a fire prevention plan for construction activities.

The FEIR analysis concluded the project and alternatives would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur. The project as well as alternatives would improve access for law enforcement and emergency first responders to the River bottom compared to current conditions. See Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR. The project would

include ongoing maintenance activities including trash service, weed abatement, and similar methods to provide for project visitors and protect surrounding areas.

I-118D The comment states proposed plan should show funding for operations and upkeep of the trail after construction.

See Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR. The project would include ongoing maintenance activities including trash service, weed abatement, and similar methods to provide for project visitors and protect surrounding areas. Under Section 15131 of the State CEQA Guidelines, economic and social impacts are not considered as significant environmental effects and funding information is not required to be included in an EIR.

I-118E The comment states opposition to access at W. Riverview Dr. because there are many additional access points and in commenter's view it would lead to neighborhood safety, traffic, pollution and security problems.

See response to Comments I-118B and I-118C.

I-118F The comment states Alternative 1 is in violation of the City of Fresno's 2035 General Plan because of vehicle access via W. Riverview Dr.

See Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan and Section 5.6 Land Use in Chapter 5 for consistency of Alternative 1 with the General Plan.

I-118G The comment is about implementing trail in a manner that doesn't undermine the 2010 San Joaquin River and Bluff Protection Ordinance and states support for Alternatives 3 and 5B.

The Fresno City ordinance referred to by the commenter is the San Joaquin River and Bluff Protection Initiative. The project site is within the area regulated by the ordinance. The ordinance prohibits open fires, access to the River during the night, and provides other protections for public health and safety. This local ordinance applies to the project site and is fully enforceable by police, State game wardens and other public safety officers. The proposed operations of the project described in the EIR conform to the ordinance (e.g., the project does not involve camping, fireworks will not be allowed, campfire pits are not proposed, and hours of operation will be within the hours allowed by the ordinance).

The commenter's preference for Alternatives 3 and 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. Alternative 5B

would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller. In Alternative 3, the trail extension would be aligned closer to the River's edge in the more southerly (downstream) portion of the site, and would remain as proposed by the project in the northerly (upstream) portion of the site. However, Alternative 3 requires additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan (see Section 5.8 in Volume I of this FEIR).

I-118H The comment states support for Alternative 5B because in commenter's view the vehicle access points are more appropriate, can be served by City bus, is closest to the River, has easier access for vehicles with trailers, has existing traffic signal system, provides access for Pinedale residences, is in a commercial area, included in General Plan, and states the parking lot at Perrin Ave./SR 41 could be expanded.

See response to Comment I-118G about Alternative 5B. See Section 2.3.1, "Master Response 1: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-118I The comment states favor for Alternative 3 because people want trail near River, will lessen creation of dirt trails, provides easy access for disabled and seniors, and is part of City of Fresno's 2035 General Plan.

See response to Comment I-118G about Alternative 3. In Alternative 3, the trail extension would be aligned closer to the River's edge in the more southerly (downstream) portion of the site, and would remain as proposed by the project in the northerly (upstream) portion of the site. However, Alternative 3 requires additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan (see Section 5.8 in Volume I of this FEIR).

See Section 2.3.1, "Master Response 1: Merits of the Project or Alternatives." See Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan. This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

LETTER I-119:
Andreas Borgeas, April 14, 2017

I-119

From: [Andreas Borgeas](#)
To: [Melinda Marks](#)
Subject: Public Comment
Date: Friday, April 14, 2017 8:52:20 AM

> Melinda - please include the following as an additional public comment from me and include it in the RW record - thanks - Andreas
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>
> Melinda, I don't think it is necessarily accurate that the EIR needs to be fully recirculated with 5b. The entire point of the public review period is for the public to raise comments on the project, including the identification of possible new alternatives. If those alternatives have merit, the agency can include that proposal (or even a new alternative proposed by staff) as a new alternative after the circulation of the Draft EIR. So long as the new alternative is substantially similar to the project or another alternative, the EIR doesn't need to be recirculated. It seems to me this is a component of the responses to comments and preparation of the Final EIR that is already within the Conservancy budget (or that could be accomplished with a slight modification) that would not need to slow down consideration of the project or otherwise start a new CEQA analysis. I'm looking at the environmental analysis of Alternative 5 at 5-75 through 5-91 of the DEIR, and nearly all of what's there would be the same for option 5b.
>
> Sent from my iPhone

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San Joaquin River Conservancy
5469 E. Olive Avenue
Fresno, CA 93727

March 26, 2017

Submitted for the Conservancy Board's review and record are comments regarding the Draft Environmental Impact Report (DEIR) for the Fresno River West Project and portions under consideration within the Lewis S. Eaton Trail (LET). Please include and consider the following comments:

1. Support Alternative #3 as it is the only option that creates public access for a trail design located near and along the river, which maximizes trail length and use and enjoyment of the natural habitat;
2. Oppose Alternative #1 as it directly conflicts with the City of Fresno's 2035 General Plan (Policy POSS-7-g), which City officials have long reported how "public parking should be directed away from Del Mar and Riverview area neighborhoods due to traffic congestion and ...safety...." (12/20/12 SR – CM Bruce Rudd)
3. Support the premise that any proposed public parking at Del Mar and Riverview is an unsatisfactory burden on the neighborhood and poses extraordinary public safety risks, which disqualifies it as a viable area for consideration;
4. Support Alternative #5(b), or some variation thereof that shall be properly studied and incorporated into the DEIR and eventually be negotiated by interested parties, that will allow for public parking opportunities near Palm/Nees;
5. Support the premise that public access at Palm/Nees is an appropriate and satisfactory access point for any segment of the population considered disadvantaged, as it is conveniently located near Pinedale and adjacent communities and along major road systems with public, private and physical transportation opportunities;
6. Support the Conservancy's adoption and implementation of the San Joaquin River and Bluff Protection Ordinance, which provides important public safety rules, regulations and protocols for use of and activities in the river;
7. Support a River West project that properly considers and secures the necessary funding for sustainable operations and maintenance costs;
8. Support a plan for the River West project that properly considers various legal, constituent and political dynamics that could disrupt or ultimately stop progress on the project's completion;

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Thank you for the consideration of our response.

Sincerely,



Letter I-119 Response	Andreas Borgeas April 14, 2017
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I-119A, B The comment states the Conservancy need not recirculate the full FEIR to include an additional analysis of Alternative 5B and attached a comment letter (Letter I-29) submitted on March 26, 2017.

The DEIR was partially revised and recirculated to include Alternative 5B. See response to Comments I-29A through I-29H.

LETTER I-120:
Sue Coggins, April 14, 2017

From: Sue
To: Melinda Marks
Subject: Conservancy Board
Date: Friday, April 14, 2017 3:18:34 PM

I encourage you to approve the DEIR with all three access points. The river needs to be accessible to all citizens of the community .

Sue Coggins
9315 N Bramwell St
Fresno, CA 93720

Sent from my iPad

I-120

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Letter I-120 Response	Sue Coggins April 14, 2017
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I-120A The comment encourages approval of FEIR with all three access points so River is accessible to all community citizens.

The commenter's preference for three public vehicle access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See Section 4.2 in Volume I of this FEIR for information about environmental justice considerations for the community at large, including equitable access to the project area. The EIR also fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicle access and locations of parking lots to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno, however, each involve greater environmental impacts and require additional mitigation measures beyond what is required for the proposed project. These alternatives also require additional actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 for a comparison of the alternatives. The Conservancy Board will consider the information in the EIR to inform their decision to approve the proposed project or one of the alternatives.

LETTER I-121:
Denise Curry, April 14, 2017

I-121

From: Denise
To: Melinda Marks
Subject: San Joaquin River and Bluff Protection Ordinance
Date: Friday, April 14, 2017 3:49:20 PM

Dear Ms. Marks,

I support the 2010 San Joaquin River and Bluff Protection Ordinance drafted by then Fresno council member Andreas Borgeas. I am in support of responsible development of the River West project. Our neighborhood has shown support for developing this regional amenity for all of the citizens of the region, however I have very strong and legitimate concerns of some of the alternatives put forth in the DEIR regarding public safety, traffic safety and congestion, access and the negative impact it will have on an established neighborhood.

I feel strongly that the proposed Alternative 1 is in direct opposition to and will violate the City of Fresno's 2035 General Plan because it contemplates vehicular access to parking via Riverview. Traffic along Audubon has increased year after year. I do not want to encourage more traffic congestion along Audubon. We already have frequent safety concerns while exiting Brier Circle onto Del Mar with the current levels of traffic. I strongly support Alternatives 3 and 5B. I believe the vehicular access to the River is more appropriate at the (1) highway 41 bridge area and (2) Palm/Nees. These points of access will be in addition to access that already exists at Woodward Park.

I appreciate the San Joaquin River Access Coalition's consideration of my concerns and support for Alternative 3 and 5B.

Sincerely,
Denise Curry
212 W. Brier Circle
Fresno, Ca 93711

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Letter I-121 Response	Denise Curry April 14, 2017
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I-121A *The comment states support for the 2010 San Joaquin River and Bluff Protection Ordinance and for safe and responsible development of the River West Fresno project for all regional citizens.*

The Fresno City ordinance referred to by the commenter is the San Joaquin River and Bluff Protection Initiative. The project site is within the area regulated by the ordinance. The ordinance prohibits open fires, access to the River during the night, and provides other protections for public health and safety. This local ordinance applies to the project site and is fully enforceable by police, State game wardens and other public safety officers. The proposed operations of the project described in the EIR conform to the ordinance (e.g., the project does not involve camping, fireworks will not be allowed, campfire pits are not proposed, and hours of operation will be within the hours allowed by the ordinance).

This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-121B *The comment states opposition to Alternative 1 because in commenter's view vehicular access and parking via W. Riverview Dr. will violate the City's General Plan and encourage more traffic congestion along Audubon Dr.*

The proposed project does not include vehicle access at W. Riverview Dr. See the project description in Section 2.4 in Volume I of this FEIR. The FEIR studied multiple alternatives, including Alternative 1 that places vehicle access at the W. Riverview Dr. location. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Dr./Del Mar Ave. intersection which may result in accidents and add to traffic delays at Del Mar Ave. See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact would be reduced to less than significant by conditioning the W. Riverview Dr. vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable.

The EIR includes an evaluation of the both the proposed project and each of the alternatives, including Alternative 1, against the policies of the General Plan (see Section 3.11, "Land Use and

Planning,” in Chapter 3 and the Land Use and Planning section under each alternative in Chapter 5).

I-121C The comment states support for Alternatives 3 and 5B because in commenter’s view vehicular access to the River is more appropriate at the SR 41 bridge area and Palm/Nees and will be in addition to existing access at Woodward Park.

The commenter’s preference for Alternatives 3 and 5B is noted. This information will be sent to the Conservancy’s Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan. See Volume I of this FEIR, which evaluates Alternative 5B, which is inclusive of the access at the SR 41 underpass. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

LETTER I-122:

Ujagger S. and Inderjit K. Dhillon, April 14, 2017

I-122

From: [ujagger.dhillon](#)
To: [Melinda Marks](#)
Subject: Opposition to Alternative 1
Date: Friday, April 14, 2017 6:16:56 PM

April, 14, 2017

Ms. Marks

I am one of the owners of a home in Bluff area. I fully support the need for our citizens to enjoy the San Joaquin River and have an easy access to the river. However, I cannot support the access to the river from Delmar and Audubon for following reasons.

This will create undue pressure on Delmar to access Audubon and will make it dangerous for residents to make a left turn from Delmar. As, it is already hectic and dangerous with near misses.

Putting lights at this site Delmar/Audubon will make it even more dangerous. As these lights will be at such short distance from the overpass at freeway 41 that it will make it impossible for the vehicle to stop as the light will be visible only to the driver as he/she has crossed the overpass. It will make it fatally dangerous to someone not from the area and who is heading west on Audubon from Friant.

My residence has already been vandalized and shot at. After 9/11 because of my looks I have been told "Terrorist go home" in that area by accidental visitors. (Believe me I am not even a Muslim). I am a citizen in good standing of this great land for over 40 years. People of any faith ethnicity or looks should be treated equally. However, this does not always happen. With increasing traffic of law-abiding citizens, there will certainly be bad elements and I am scared for myself, my family, and others who live here and may have different ethnicities religion, etc.

I also have a disabled child who cannot walk more than a few feet. The access pass at Delmar/Audubon is far away from the river than other point of access which you are familiar with. The trails should be closer to the river for everyone including people with disabilities like my son who needs closer access to the river such as at PALM /NEES and vehicle access at the 41 HIGHWAY BRIGE. I am in favor of the ALTERNATIVES 3 and 5B. It is part of the Fresno city 2035

general plan.

It must be remembered that residents of a particular area do not always live there for their whole life. Various reasons such as a job change may where they may reside. Even though I may not live in that neighborhood in the future, I certainly care for all future residents. So I am fighting for everyone who lives in that at area, and who may live in that neighborhood in the future. I want them to enjoy their neighborhood without any increasing noise, dust, pollution, clutter, vandalism, and even harassment of people like me.

I sincerely wish and hope that you would consider more reasonable alternatives.

Respectfully,

Ujagger S. Dhillon

Inderjit K. Dhillon

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I (cont)

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Letter I-1122 Response	Ujagger S. and Inderjit K. Dhillon April 14, 2017
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I-1122A *The comment expresses opposition to access from Del Mar Ave. and Audubon Dr. because in commenter's view it will create pressure on the intersection, making it hectic and dangerous, and a traffic signal there would not be visible because of short distance from SR 41 overpass when heading west on Audubon Dr.*

The proposed project does not include vehicle access at W. Riverview Dr. See the project description in Section 2.4 in Volume I of this FEIR. The FEIR studied multiple alternatives, including Alternative 1 that places vehicle access at the W. Riverview Dr. location. See the transportation analysis for Alternative 1 in Section 5.6 in Volume I of this FEIR, Traffic volume is anticipated to increase because visitors would turn at the Audubon Dr./Del Mar Ave. intersection which may result in accidents and add to traffic delays at Del Mar Ave. See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact would be reduced to less than significant by conditioning the W. Riverview Dr. vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented since they are controlled by another agency, this impact would be significant and unavoidable.

I-1122B *The comment states residence vandalized and shot at and commenter believes increasing traffic will increase bad elements.*

See response to Comment I-1122A. The FEIR analysis concluded the proposed project and alternatives would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur. The project as well as alternatives would improve access for law enforcement and emergency first responders to the River bottom compared to current conditions.

I-1122C *The comment states favor for Alternatives 3 and 5B because be closer to the River for everyone, including those with disabilities, and are part of the City of Fresno 2035 General Plan.*

The commenter's preference for Alternatives 3 and 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. The project trail extension would be about 22 feet wide, with a 12-foot-wide paved surface, a

parallel 8-foot-wide hard natural surface for equestrian use, and a 2-foot shoulder (opposite the natural surface area). The trail extension would provide accessibility in accordance with the Americans with Disabilities Act. A 12-foot-wide paved connector trail would be constructed to provide access from the Bluff Trail to the trail extension near W. Riverview Dr. Under the proposed project, the parking lot via the Perrin Ave. undercrossing of SR 41 would be ADA accessible. ADA compliance is noted in the project description (FEIR Section 2.4).

In Alternative 3, the trail extension would be aligned closer to the River's edge in the more southerly (downstream) portion of the site, and would remain as proposed by the project in the northerly (upstream) portion of the site. However, Alternative 3 requires additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan (see Section 5.8 in Volume I of this FEIR). See the FEIR Section 5.11, which evaluates Alternative 5B. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill, and would require the acquisition of private land from a willing seller.

The EIR includes an evaluation of the both the proposed project and each of the alternatives, including Alternative 1, against the policies of the General Plan (see Section 3.11, "Land Use and Planning," in Chapter 3 and the Land Use and Planning section under each alternative in Chapter 5).

See Section 2.3.1, "Master Response 1: Merits of the Project or Alternatives." See Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan. This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-122D The comment expresses concern about neighborhood noise, dust, pollution, clutter, vandalism, and harassment.

See Section 3.13 in Volume I of this FEIR regarding noise analysis for the proposed project and the Noise section for each alternative analyzed in Chapter 5. The analysis concluded that operation of the project or the alternatives for recreational use would not expose visitor or receptors to noise levels in excess of standards. Noise would be generated by people, horses, and vehicles entering the site and by occasional vehicles and equipment for operations, maintenance, and management. The resulting noise levels would not exceed standards adopted by the City for adjacent uses. The operational impact would be less than significant. Construction

activities under the project or alternatives would cause a short-term temporary increase in ambient noise levels and the noise levels could exceed ambient noise standards established by the City of Fresno for residential areas. However, implementation of Mitigation Measure Noise-1 would reduce the impact to less than significant.

See Section 3.4 in Volume I of this FEIR for information on the air quality analysis for the proposed project and the Air Quality section for each alternative in Chapter 5. The analysis concluded construction and operation of the project or the alternatives would not result in pollutant levels that would exceed the criteria pollutant thresholds established by San Joaquin Valley Air Pollution Control District (SJVAPCD). The project or alternatives would comply with all relevant SJVAPCD rules for the criteria pollutant emissions associated with project operations. Additionally, the project's construction-related and operational emissions would not result in a cumulatively considerable net increase for any criteria pollutant for which SJVAPCD is in nonattainment under the applicable national ambient air quality standards (NAAQS) or California ambient air quality standards (CAAQS). Alternative 1 would generate only slightly more construction-related and operational emissions than the project. All air quality impacts for the project or the alternatives would be less than significant (see FEIR Table 5.12-1).

The FEIR analysis concluded the project and alternatives would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur. The project as well as alternatives would improve access for law enforcement and emergency first responders to the River bottom compared to current conditions. See Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR. The project would include ongoing maintenance activities including trash service, weed abatement, and similar methods to provide for project visitors and protect surrounding areas.

See Section 2.3.1, "Master Response 1: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

LETTER I-123

Lisa Jordan Dixon, April 14, 2017

I-123

Janah Wright

From: Iijodi <Iijodi@sbcglobal.net>
Sent: Friday, April 14, 2017 3:24 PM
To: Melinda Marks
Subject: [MSOFFICE QUARANTINE] Parkway Access
Attachments: 49a7be62-98fe-464b-960e-85242330bc90.docx

A

Sent from my Verizon, Samsung Galaxy smartphone

Date

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Lisa Jordan Dixon
140 E Trenton Ave

A
(cont)

Fresno, CA 93720

↑
A
(cont)

Letter I-123 Response	Lisa Jordan Dixon April 14, 2017
-----------------------------	-------------------------------------

I-123A *This comment states encouragement for approval of all three access points at Perrin Ave./SR 41 undercrossing, W. Riverview Dr. evaluated as Alternative 1, and Palm/Nees evaluated as Alternative 5 to provide equal access for people throughout the Fresno-Madera Metropolitan Region.*

The commenter's preference for three public vehicle access points at Perrin Ave (proposed project), W. Riverview Dr. (Alternative 1) and at Palm/Nees (Alternative 5) is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See Section 4.2 in Volume I of this FEIR for information about environmental justice considerations for the community at large, including equitable access to the project area. The EIR also fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicle access and locations of parking lots to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno, however, each involve greater environmental impacts and require additional mitigation measures beyond what is required for the proposed project. These alternatives also require additional actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 for a comparison of the alternatives. The Conservancy Board will consider the information in the EIR to inform their decision to approve the proposed project or one of the alternatives.

LETTER I-124:
Nancy Gilmore, April 14, 2017

I-124

From: [Nancy](#)
To: [Melinda Marks](#)
Subject: River West Eaton Trail Extension DEIR
Date: Friday, April 14, 2017 7:03:58 PM

April 14, 2017

Ms Melinda Marks
San Joaquin River Conservancy
5469 E. Olive Avenue
Fresno, CA 93727

Dear Ms Marks,

I am writing to provide comments on the River West Eaton Trail Extension DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project with all three potential access points included:

1. Perrin Ave Undercrossing accessed through Madera from Highway 41;
2. Riverview Drive Access evaluated in Alternative 1;
3. Perrin/Nees Access evaluated in Alternative 5.

I strongly encourage the Board to approve the DEIR with all these access points. By including all three access points, people throughout the Fresno-Madera metropolitan region will have equitable access to the project site.

Thank you for considering these comments regarding access to the project site.

Sincerely,

Nancy Gilmore
Clovis, CA 93611

A

Letter I-124 Response	Nancy Gilmore April 14, 2017
-----------------------------	---------------------------------

I-124A *This comment states encouragement for approval of all three access points at Perrin Ave./SR 41 undercrossing, W. Riverview Dr. evaluated in Alternative 1, and Palm/Nees evaluated in Alternative 5 to provide equal access for people throughout the Fresno-Madera Metropolitan Region.*

The commenter's preference for three public vehicle access points at Perrin Ave (proposed project), W. Riverview Dr. (Alternative 1) and at Palm/Nees (Alternative 5) is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Ave., Spano Park, and the W. Riverview Dr. and Churchill Ave. entrances to the Bluff Trail. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See Section 4.2 in Volume I of this FEIR for information about environmental justice considerations for the community at large, including equitable access to the project area. The EIR also fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicle access and locations of parking lots to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno, however, each involve greater environmental impacts and require additional mitigation measures beyond what is required for the proposed project. These alternatives also require additional actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 for a comparison of the alternatives. The Conservancy Board will consider the information in the EIR to inform their decision to approve the proposed project or one of the alternatives.

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LETTER I-125:
Bruce Gray, April 14, 2017

I-125

Janah Wright

From: bruce gray <olenski01@gmail.com>
Sent: Friday, April 14, 2017 12:20 PM
To: Melinda Marks
Subject: [MSOFFICE QUARANTINE] "River West, Eaton Trail Extension Project EIR"
Attachments: River West comments.docx

Please see my attached comments

Bruce Gray



Virus-free. www.avast.com

River West, Eaton Trail Extension Project EIR – Comments

Bruce Gay
40640 Millstream Lane, Madera CA. 93636

I have experienced firsthand living next to a nature park entrance in Riverside CA. and this is what I base my comments on.

You are calling this a Trail Extension but in essence you are creating a Park with none of the required protections and rules afforded a park. You should look at the existing Lewis Trail and make your plan the same.

A

Neighborhood issues if opened up to access:

- a) Disruptions to the neighborhood due to parking on the street.
- b) The park is closed at night but this does not stop people from parking outside the park.
- c) A neighborhood **parking permit** should be issued free of charge to neighbors and guests if you chose to go further with parking lots. This includes any neighborhoods used to gain access.
- d) Loud disruptive people using the park and then coming into neighborhood.
- e) Opens up the neighborhood to car burglaries.
- f) No police patrol to discourage vandalism.

B
C
D
E

MY - ALTERNATIVE 5:

Same as Alt. 4 except:

- 1 Only one parking lot at Spano Park and increased for capacity of one lot.
- 2 Make Equestrian & Bicycles trails separate trails or remove one or the other.
- 3 Connect the internal roadway to create a loop for fire, police and rescue.
- 4 Do not plant trees along side of private property.
- 5 Remove light poles. This is a natural trail not a park and it closes at dusk.
- 6 Signage and police patrols in parking lot to enforce no nighttime usage.
- 7 No materials used that are not natural to the area. No asphalt etc.

F

****Equestrians and bicyclist** have no place on or along the same path. I have witnessed several incidents where a bicyclist has surprised a horse and the horse bolted and thru the rider.

G

Letter
I-125
Response

Bruce Gray
April 14, 2017

I-125A *The comment says the project is creating a park and to look at the Lewis Trail and make plan the same.*

See Chapter 2, "Project Description," in Volume I of this FEIR. The project includes an approximately 2.5-mile extension of the existing Lewis Eaton Trail along with ancillary facilities including a parking lot, restroom, and picnic areas intended for unstructured rest and play. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

I-125B *The comment is about neighborhood disruption issues due to parking on street and people parking outside of park at night if opened up to access.*

See Section 3.17, "Transportation," in Volume I of this FEIR for an evaluation of parking provided by the project. The proposed project would improve existing vehicular access by providing a safe, off-road parking at Perrin Avenue for up to 50 vehicles, which is presently used as an informal parking location. The proposed project's parking area would supplement the current de-facto parking supply along the existing and proposed trail alignment. Although there are no published parking demand rates for walking trail facilities, the traffic study's assumption of three times parking turnover is a reasonable assumption in estimating parking demand for the project.

I-125C *The comment suggests free neighborhood parking permits for residents and their guests.*

The commenter's suggestion to require a parking permit is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

I-125D *The comment is about neighborhood issues related to loud, disruptive people using the park and going through neighborhood.*

See Section 3.13 in Volume I of this FEIR for the evaluation of noise impacts. The proposed project would not result in a significant increase in noise for any sensitive receptors.

I-125E *The comment is about no police patrol discouraging vandalism.*

Section 3.15, "Public Services," in Volume I of this FEIR evaluates impacts on law enforcement. The project site lies within an existing response area and the proposed project would not impede response times. In fact, the project would improve access for emergency first responders.

I-125F The comment suggests changes to Alternative 4 to include other listed features and design.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

I-125G The comment is about not having equestrians and bicyclists on same path as there have been incidents with bicyclists being surprised by horses with the horse bolting.

The design for the proposed Project includes separate trails for bicyclists and equestrian riders as requested.

LETTER I-126:
Ellen Hemink, April 14, 2017

I-126

From: EHemink@aol.com
To: [Melinda Marks](#)
Subject: Comments of River View West DEIR Report
Date: Friday, April 14, 2017 3:23:34 PM

Dear Ms. Melinda Marks,

I am writing To share my thoughts and concerns about the River West Fresno Eaton Trail Extension DEIR.

I am a long time Fresno resident and user of the current Eaton Trail. I am excited about the planned extension of this trail but concerned about access to the area. Please encourage the Board of Directors to approve the project site with all three potential access points included. These include:

Perrin Ave. undercrossing accessed through Madera from Highway 41

Riverview Drive access evaluation as Alternative 1

Palm (Nees access evaluated as Alternative 5

I feel it is very important to have access from the Fresno side of the river to maximize use by Fresno residents and to decrease car emissions resulting from a 10 mile round trip to the Madera access point. The Madera access is great for those residing north of the San Joaquin River.

Fresno is in need of trails easily accessed by the public and our air quality is a huge consideration.

Thank you for your consideration,

Ellen Hemink

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Letter I-126 Response	Ellen Hemink April 14, 2017
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I-126A This comment expresses support for an alignment that includes three access points. The proposed access at Perrin Avenue under SR 41 along with Alternative 1 and Alternative 5. The commenter states that it is important to maximize access to the trail for Fresno residents and to limit vehicle miles traveled.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See Section 3.4 in Volume I of this FEIR for evaluation of air quality. Neither the proposed project nor any of the alternatives would result in a significant impact on air quality.

LETTER I-127:
Larry Hendrickson, April 14, 20

I-127

Janah Wright

From: Larry Hendrickson <larshendrickson@gmail.com>
Sent: Friday, April 14, 2017 2:48 PM
To: Melinda Marks
Subject: [MSOFFICE QUARANTINE] River Conservancy 3 points access request letter 04 14 2017
Attachments: River Conservancy 3 points access request letter 04 14 2017.doc; River Conservancy 3 points access request letter 04 14 2017.odt

April 14, 2017
River Conservancy 3 points access request letters 04 14 2017 .doc and .odt attachments.

Thanks,
Larry Hendrickson

April 14, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Larry Hendrickson

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Letter I-127 Response	Larry Hendrickson April 14, 2017
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I-127A This comment expresses support for an alignment that includes three access points: The proposed access at Perrin Avenue under SR 41 along with Alternative 1 and Alternative 5.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-128:
Thomas Holyoke, April 14, 2017

I-128

Janah Wright

From: Thomas T Holyoke <tholyoke@csufresno.edu>
Sent: Friday, April 14, 2017 3:48 PM
To: Melinda Marks
Subject: [MSOFFICE QUARANTINE] Comment on River West Fresno DEIR
Attachments: Holyoke Letter.docx

Ms. Marks,

Attached is my comment letter regarding the DEIR. Thanks!

Tom Holyoke

April 14, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I am writing to comment on the Conservancy's River West Fresno DEIR, especially regarding public access.

As I understand it, there are three possible public access sites currently being considered by the Conservancy Board. I believe they are:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these points included. By including all three access points people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Thomas Holyoke
729 East Weldon Avenue
Fresno, CA 93704

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Letter I-128 Response	Thomas Holyoke April 14, 2017
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I-128A This comment expresses support for an alignment that includes three access points: The proposed access at Perrin Avenue under SR 41 along with Alternative 1 and Alternative 5.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-129:
Linda Hudson, April 14, 2017

I-129

From: HUDSONLN@NETSCAPE.NET
To: [Melinda.Marks](mailto:Melinda.Marks@sjrc.ca.gov)
Subject: Re: Palm and Nees Access, in Favor of Alternative 5B
Date: Friday, April 14, 2017 5:44:47 PM

-----Original Message-----

From: hudsonln <hudsonln@netscape.net>
To: Melinda.Marks <Melinda.Marks@sjrc.ca.gov>
Sent: Thu, Apr 13, 2017 9:55 pm
Subject: Palm and Nees Access, in Favor of Alternative 5B

The San Joaquin River is a wonderful asset for all of us and deserves to be fully enjoyed by everyone. Until her recent demise, I frequently took my mother to Spano Park at Palm and Nees and pushed her in her wheelchair along the concrete walkways. She loved the scenic river views and the calm, relaxing atmosphere. Palm and Nees is a perfect and logical location for expanded vehicular access to the river as it provides a **safe** and **convenient** access point. There are existing traffic lights, a multi-lane roadway and an easily accessible commercial property. (My mother and I especially enjoyed eating frozen yogurt there after our walks.) The City of Fresno supports the Palm and Nees access point and I believe it is the sensible and responsible choice for everyone to enjoy our beautiful river.

A

Linda Hudson
259 W. Bluff Avenue
Fresno, CA 93711

P.S. I am resending this message because I forgot to include my name and address when I sent it last night. Sorry.

Letter I-129 Response	Linda Hudson April 14, 2017
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I-129A *This comment states that the Palm and Nees avenues access point is the most convenient for Fresno residents. There are existing traffic lights, major roadways, and easily accessible commercial properties.*

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-130:

James and Judy Keighley, April 14, 2017

RECEIVED
APR 14 2017
I-130

San Joaquin River Conservancy

Comment Card

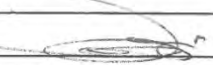
Name: JAMES & JUDY KEIGHLEY

Organization: SAN JOAQUIN ACCESS COALITION

Address: 343 W. EAGLE COURT, FRESNO, CA 93711

E-mail: _____

Comments: MY WIFE AND I HAVE LIVED IN FRESNO OUR
WHOLE LIVES, AND SUPPORT COMMUNITY PARKS AND
FACILITIES SUCH AS THE PARKWAY TRAIL. HOWEVER IT IS
IMPORTANT TO CONSIDER ALL ASPECTS; AND HOW IT WILL
EFFECT THE COMMUNITY AS A WHOLE. TRAFFIC, PUBLIC
SAFETY, FIRE, AND THE ABILITY TO MAINTAIN SUCH A
PROJECT, ARE ALL AREAS OF CONCERN, AND NEED TO
BE FOR LONG TERM; INCLUDING ASSOCIATED COST.
WE ARE OPPOSED TO ALTERNATIVE 1 BECAUSE IT
DOES NOT SATISFACTORILY ADDRESS THOSE ISSUES, AND
IGNORES THE CITY OF FRESNO'S APPROVED GENERAL
PLAN, AND THE IMPACT OF TRAFFIC ISSUES. WE DO
SUPPORT TWO ALTERNATIVES; 3 & 5B. BOTH PROVIDE
BETTER ACCESS AND VEHICULAR ACCESS, MORE AND
BETTER PARKING. THEY ALSO ARE CLOSER TO PUBLIC
TRANSPORTATION, AND ACTUAL RIVER ACCESS; WHICH
WAS THE ORIGINAL GOAL. WE TRUST THESE COMM-
ENTS ARE BENEFICIAL.

SINCERELY, 

Please send written comments on DEIR to Melinda Marks, Executive Officer, San Joaquin River Conservancy, 5469 E. Olive Ave., Fresno, CA 93727, or e-mail them to Melinda.Marks@sjrc.ca.gov.

All Comments must be postmarked or e-mailed by April 15, 2017.

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Letter I-130 Response	James and Judy Keighley April 14, 2017
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I-130A The commenter states that the Conservancy needs to consider how the project will affect the community with regard to traffic, public safety, fire protection, and the ability to maintain the project.

The project would not result in a significant impact on traffic (see Section 3.17 in Volume I of this FEIR), public safety (Section 3.5), or fire protection (Section 3.15). Operations and maintenance are described in Section 2.5 in Volume I of this FEIR.

I-130B This comment expresses opposition to Alternative 1 because the impacts on traffic, safety, and fire protection do not address these issues.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

I-130C This comment expresses support for Alternatives 3 and 5B because they provide better vehicular access, parking, and are closer to public transportation.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-131:
Dave Koehler, April 14, 2017

I-131

From: [David Koehler](#)
To: [Melinda Marks](#)
Subject: River West Fresno DEIR Comments
Date: Friday, April 14, 2017 8:42:59 AM

Dear Melinda,

It's encouraging to see progress on the River West Fresno project and circulation of the DEIR. Knowing a good deal about the project, the Conservancy's mission, and its funding sources, I think it's especially important that equitable access is provided.

I urge the Conservancy to approve the project with all three access points--Highway 41, Riverview Drive, and Palm & Nees. It's especially important that vehicle access at Riverview Drive is provided. I know that some see providing access at Riverview Drive as contentious; however, there are many examples of vehicle access to regional parks via neighborhood roadways throughout California. With proper design of a parking area and management, allowing cars to access via Riverview Drive will work well for Fresno and the neighborhood surrounding River West. It's the responsible thing to do in order to provide equitable access and meet the responsibilities the Conservancy has to its mission and fulfillment of state voter approved bond funds.

Thanks to you and many others for your work on this project, it holds such great potential to provide healthy outdoor experiences for all the Valley's people--and other Californians like me.

Best regards,

Dave Koehler
1291 Rim of the Redwoods Road
Sebastopol, CA 95472
davemkoehler@gmail.com

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Letter I-131 Response	Dave Koehler April 14, 2017
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I-131A This comment expresses support for an alignment that includes three access points: The proposed access at Perrin Avenue under SR 41 along with Alternative 1 and Alternative 5. The commenter states that a properly designed project would allow vehicles to use West Riverview Drive in a manner consistent with many other recreational facilities that also rely on roads through neighborhoods.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-132:
Julie Linxwiler, April 14, 2017

I-132

From: [Julie Linxwiler](#)
To: [Melinda Marks](#)
Subject: River West, Eaton Trail Extension
Date: Friday, April 14, 2017 9:07:17 PM

April 14, 2017

Ms Melinda Marks

[San Joaquin River](#) Conservancy

[5469 E. Olive Avenue](#)

[Fresno, CA 93727](#)

Dear Ms Marks,

I am writing to provide comments on the River West Eaton Trail Extension DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project with all three potential access points included:

1. Perrin Ave Undercrossing accessed through Madera from Highway 41;
2. Riverview Drive Access evaluated in Alternative 1;
3. Perrin/Nees Access evaluated in Alternative 5.

I strongly encourage the Board to approve the DEIR with all these access points. By including all three access points, people throughout the Fresno-Madera metropolitan region will have equitable access to the project site.

Thank you for considering these comments regarding access to the project site.

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Letter I-132 Response	Julie Linxwiler April 14, 2017
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I-132A This comment expresses support for an alignment that includes three access points. The proposed access at Perrin Avenue under SR 41 along with Alternative 1 and Alternative 5.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-133:
Rachel Locke, April 14, 2017

I-133

Janah Wright

From: Rachel Locke <rlocke2011@gmail.com>
Sent: Friday, April 14, 2017 3:24 PM
To: Rebecca Raus
Subject: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Melinda Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

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As a member of the community, I strongly encourage the Board to approve the DEIR with all of these access points included. The San Joaquin River is a treasured resource used by both Fresno and Madera citizens. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Rachel Locke

Letter I-133 Response	Rachel Locke April 14, 2017
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I-133A This comment expresses support for an alignment that includes three access points: The proposed access at Perrin Avenue under SR 41 along with Alternative 1 and Alternative 5.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-134:
George Madrid, April 14, 2017

I-134

From: geodnd@sbccolohal.net
To: [Melinda Marks](#)
Subject: trail access
Date: Friday, April 14, 2017 12:16:07 PM

Sent from [Mail](#) for Windows 10

I agree with your routes of access. You have given many hours of consideration and input from many people. I say go for it. You should set up a table on the crossing at "River View Shopping Center" signal ight cross-walk" Hundreds of users cross every night' with walkers, runners, ladies with baby strollers, and bikers. A Table with signs will get input, and give out envelopes to join and donate. I would be willing to put up a table for a few hours. I even have a small tables. Just plastic signs banners are needed.

Just supply the envelopes and the broacher's or sheets to give out.

George Madrid long time member

Belong to

Sierra Hills Conservancy, Wind Wolves Wild Land Conservancy, Sequoia Riverlands Trust. Docent at Blue Oak Preserve in Springville, the Volunteers at Carrizo Plains, Colonel Allensworth Park Volunteers, and President of Sothern Sierra Archaeology Society. If you need our docents for Archaeology let us know. We specialize in Rock Art and Native American Archaeology site recording. We can teach kids about river grinding holes if you have any.

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Letter I-134 Response	George Madrid April 14, 2017
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I-134A This comment expresses support for the Conservancy's efforts to develop a trail extension. The commenter is willing to help raise awareness for this project.

The Conservancy thanks you for the support. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-135:
Satya Mahanty, April 14, 2017

I-135

From: [Satya Mahanty](#)
To: [Melinda Marks](#)
Cc: [Kristine Mahanty, Satya](#)
Subject: San Joaquin River Access Coalition
Date: Friday, April 14, 2017 10:55:59 PM

April 14th, 2015

From:
Satya and Manjula Mahanty
333 W. Audubon Drive
Fresno, CA – 93711
satya.mahanty@comcast.net

To:
Ms. Melinda S. Marks
Executive Officer
San Joaquin River Conservancy
5469 E. Olive, Fresno, CA 93727
melinda.marks@sjrc.ca.gov

Ref: San Joaquin River Access Coalition

Dear Ms. Melinda S. Marks:

Given the urbanization in most communities, I agree that it is important to provide citizens access to parks and recreational activities to improve the quality of life. We are happy to hear that the San Joaquin River Conservancy is making progress in developing plans to enjoy the natural topography of our land in the San Joaquin Valley.

I have reviewed the River Access Plans 1 and Plan 5B as proposed. Plan 5B gives the community the best and safest access to the river without causing traffic congestion and safety concerns on the residential streets.

We have lived in Fresno Area since 1978 and moved to our current home in March of 1989, when Audubon Drive was a quiet street enjoyed by the walkers, bikers, joggers, and visitors to Woodward Park from the Fresno/Clovis area.

With the growth in Businesses North of Herndon Avenue, Palm Ave was extended up to Ness Ave. I learned that the Palm extension increased vehicular traffic on Ness Avenue. The city then opened Audubon Ave to bypass the vehicular traffic on Ness Ave.

These changes resulted in Audubon Drive becoming a very busy street creating

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safety hazards for all the people accessing Audubon Drive for their activities. Morning and evening commuting hours had become especially challenging for residents in this neighborhood.

Even though the speed limit had been posted at 40 MPH and Traffic Patrol Officers monitored the street at random, drivers tend to speed as well as use illegal maneuvers to pass other cars using center turn lanes. This caused added danger for residents to enter and leave their driveways, and for other vehicle entering or leaving Audubon Drive. This is another reason why Plan 1 will not be safe alternative.

Audubon Drive is a "S" shaped street that creates blind spots for drivers. Speeders are prone to lose control resulting in accidents. In the past years I have seen four accidents. Two of which involved my property. We lost two brick mailboxes, and a visitor's car parked on my driveway was totaled. In another incident a car hit a tree and luckily the young driver escaped with minor injuries. In another case a car smashed through a fence and dropped into a backyard, badly injuring a pet dog. I am not aware of any other accidents that may have happened on Audubon Drive.

Given these existing traffic and safety hazards on Audubon Drive, which would be the main access road for Plan I, it is my opinion that having the access and parking at Spano Park (Plan 5B) would be the best option.

Thank you for giving an opportunity to express our views on this project.

Sincerely,

Satya Mahanty
Emeritus Professor and Chair
Department of Mechanical Engineering
California State University, Fresno

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(cont)

Letter I-135 Response	Satya Mahanty April 14, 2017
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I-135A The comment expresses support for Alternative 5B as it is best suited to avoid traffic congestion on Audubon Drive. This road contains an “s” curve and people drive above the posted speed, creating a hazard for people trying to exit the neighborhood. Several vehicle accidents have happened on land owned by the commenter.

The proposed project would provide vehicular access at Perrin Avenue, which would direct vehicles onto SR 41 rather than attract them through the neighborhood along Audubon Drive. See Section 3.17, “Transportation,” in Volume I of this FEIR for more information.

LETTER I-136:
H. Ray McKnight, April 14, 2017

I-136

From: [Ray McKnight](#)
To: [Melinda Marks](#)
Subject: River West Fresno Eaton Trail Extension DEIR
Date: Friday, April 14, 2017 6:43:11 PM

April 14, 2017

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR regarding adequate access to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included in order to give people from throughout the Fresno-Madera Metropolitan Region equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

H. Ray McKnight

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Letter I-136 Response	Ray McKnight April 14, 2017
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I-136A This comment expresses support for an alignment that includes three access points: The proposed access at Perrin Avenue under SR 41 along with Alternative 1 and Alternative 5.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-137:

John and Zarrin Nelson, April 14, 2017

Monday April 10th, 2017 Page 1 Regarding DEIR **I-137**

San Joaquin River Conservancy

Comment Card

Please write legibly

Name: JOHN and Zarrin Nelson APR 14 2017

Organization: _____

Address: 228 W. BLUFF Ave. Fresno, Ca. 93711

E-mail: jr4nelson@yahoo.com

Comments: Our family is strongly opposed to Alternative 1 and strongly support Alternative 3 and 5. Our concern in particular is human life and public safety. These issues have been debated/voted for several years and I have included our letters dated 11/12/2008; 7/5/2009; 4/17/2011; 4/22/2014. We are absolutely shocked that Alternative 1 is being brought up again. This is irresponsible. Alternative 1 was voted down and not included in the City of Fresno 2035 General Plan which underwent extensive community testimony (including myself) was adopted in 2014. The General Plan allows for vehicular access at Palm View, but not via River View. Having a parking lot (marked 'X' on my photo) not only takes away the aesthetic experience, creates noise pollution, brings in crime but creates a serious fire hazard. All it takes is one spark from the undercarriage of a car or other motorized vehicle, or overheated cars, and this barren region of dead grass (see picture provided) will go up in flames. The fire driven by the winds of out of the northwest will travel right from the parking lot directly up the bluffs into the adjacent neighborhoods and thousands of its citizens will be in jeopardy. If this fire were to happen at night the results could be catastrophic.

Please send written comments on DEIR to Melinda Marks, Executive Officer, San Joaquin River Conservancy, 5469 E. Olive Ave., Fresno, CA 93727, or e-mail them to Melinda.Marks@sjrc.ca.gov.

All Comments must be postmarked or e-mailed by April 15, 2017.

Continued on attached sheet

Page 2

The trail alignment is also very problematic in alternative 1 and this is another reason this alternative was turned down in 2014. The trail is not next to the river. alternative 3 and 5 put the trail next to the river. Especially concerning is the position of the trail in alternative 1 in the section I marked (A) (B) (Photo B)

This portion is the exact line of the fire which jumped the river. This fire moved very rapidly in part due to the prevailing winds from the northwest. If there had been an individual with no added assistance they on in a wheelchair for example with limited walking abilities might not have been able to escape the fire. As I mentioned in my letter of 6/22/14 if the public on this trail were to drop a match or cigarette on the dead grass this fire would rapidly race to the bluff edge and up the bluff and danger to the lives and homes of the neighborhood. Again, it was only due to the spectacular efforts of all the firefighters that they were able to contain and put out the 8/12/2010 fire before it reached the bluff edge and our homes. This fire as others was suspected to have been started by people.

As already mentioned the "pointing lot" at Riverview drive access for cars/motorized vehicles in Alternative 1 is outrageous and this alternative 3 and 5 are recommended. This access proposed on Alternative 1 is not only unnecessary but will give rise to in particulate, noxious gas, noise pollution and further exacerbate the Audubon Drive Bypass traffic congestion, give rise to safety issues for pedestrians, joggers, cyclists, residents at Audubon and Del Mar and directly slice in half the integrity of a neighborhood and most importantly as mentioned above present a clear and significant fire hazard and threaten the safety and property of the citizens of Fremont. There have already been accidents involving residents from Brier Circle trying to enter onto Del Mar. Allowing access from Audubon to Riverview will undoubtedly result in injuries to the public.

Page 3

In conclusion we support alternatives 3 and 5.
I was raised in Fresno (Bullard High 1974).
We all want a safe and responsible development
of this wonderful natural resource for
everyone. However, Alternative 1 clearly places the
public at risk. My wife and I are disappointed
that it is even being brought up as an "Alternative"
after all these years of deliberation/discussions/workshops
and votes by the City Council of Fresno. Having
vehicular access from Auburdon places the general public,
especially children and residents at risk from the
congestion. This is a neighborhood; it was not designed
for this kind of traffic. The parking lot in Alternative 1
next to the pond again places the public at a latent
neighborhoods at risk from fire in particular. The trail
design in alternative 1 also places the public at risk.
Why is the San Joaquin River Conservancy so opposed to
placing the trail next to or at least near the river?
The public has been demanding this for years!!
The first and foremost concern is human life and public
safety; this Alternative 1 is totally unacceptable now
as much as it was years ago. Thus, we support
alternatives 3 and 5.

C
(cont)

Sincerely,
John and Zarin Nelson
228 W. BuFF Ave.
Fresno, California
93711

Included are letters dated:

- 1) November 12th 2008
- 2) July 5th 2009
- 3) April 17th 2011
- 4) June 22, 2014

Letter I-137 Response	John and Zarrin Nelson April 14, 2017
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I-137A *This comment expresses opposition to Alternative 1 and support for Alternatives 3 and 5. The comment also expresses concern public safety issues that have been raised by homeowners multiple times over the years this trail has been considered. Alternative 1 is not consistent with General Plan. Having a parking lot in the River would take away from view of the natural setting creating noise, increased crime and fire hazard.*

Design preferences expressed in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. General Plan consistency is discussed in Section 3.11, "Land Use and Planning," in Volume I of this FEIR. As shown in Table 5.12-1, "Comparison of Environmental Impacts of the Project with impacts of the Alternatives," Alternative 1 would result in similar impacts to land use as does the proposed project. Impacts of aesthetics would be less than that of the proposed project, while impacts on public services (law enforcement and fire protection) would be similar between the two.

I-137B *This comment states that the trail alignment in Alternative 1 is not near to the River. Alternatives 3 and 5 would put it closer to the River. The commenter is worried that placing trail too close to homes would represent a fire hazard and points out the path of a prior fire that threatened homes on the bluff. Trail users could accidentally start a wildfire.*

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration. Hazards of wildfires are evaluated in Section 3.15, "Public Services," in Volume I of this FEIR. The study area lies within the existing service area of the Fire Department and would not alter response times or otherwise alter performance standards. Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR describes Conservancy rules developed for project operation, including prohibitions on camping, open fires, smoking, dogs off-leash, and other measures to protect public health and safety that limit potential for wildfires.

I-137C *This comment states that locating the parking lot under Alternative 1 would increase air pollution and noise and exacerbate the traffic at Audubon Drive, creating safety issues. This comment expresses support for Alternatives 3 and 5 because Alternative 1 puts the neighborhood at risk of fire. The commenter asks why the trail cannot go along the River.*

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration. Air quality is evaluated in Section 3.4 in Volume I of this FEIR. As shown in Table 5.12-1, "Comparison of Environmental Impacts of the Project with

impacts of the Alternatives,” Alternative 1 would result in similar impacts to that of the project with regard to air quality and noise.

LETTER I-138:
Charles D. Oren, April 14, 2017

I-138

From: [Charles D. Oren](#)
To: [Melinda Marks](#)
Subject: San Joaquin River Access
Date: Friday, April 14, 2017 11:59:52 AM

Dear Ms. Marks: I am a homeowner at 345 w. Audubon drive, Fresno, ca. I am also a member of San Joaquin River Conservancy. I am familiar with the current proposals for access to the River. I am very concerned with proposal Alternative 1, which requires access from Audubon and Del Mar Avenues. I can't see how anyone would consider this a viable option. There are better locations for access to the river by car. Assess Alternative Plan 5B makes much better sense. I am hoping reasonable minds prevail here. Have you had a good civil engineer look at Alternative 1? A major access through a quiet residential area creates all kinds of problems for everyone. Very Truly Yours,
Charles D. Oren

A

Letter I-138 Response	Charles Oren April 14, 2017
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I-138A This comment expresses opposition to Alternative 1 due to the vehicle traffic already on Audubon and Del Mar, and expresses support for Alternative 5.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-139:
Tracy L. Parker, April 14, 2017

I-139

From: [tracy.parker](#)
To: [Melinda Marks](#)
Subject: River West Fresno Eaton Trail Extension DEIR
Date: Friday, April 14, 2017 9:53:24 PM

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

- 1) Perrin Avenue Undercrossing accessed through Madera from Highway 41
- 2) Riverview Drive Access evaluated as Alternative 1
- 3) Palm/Nees Access evaluated as Alternative 5

Approval of the DEIR including all three access points will ensure that every member of the community has an opportunity to enjoy the beauty of the San Joaquin River.

Thank you for taking the time to read and consider my comments.

Sincerely,

Tracy L. Parker

A

Letter I-139 Response	Tracy L. Parker April 14, 2017
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I-139A This comment expresses support for an alignment that includes three access points. The proposed access at Perrin Avenue under SR 41 along with Alternative 1 and Alternative 5.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-140
Blake Patton, April 14, 2017

I-140

From: [Patton, Blake](#)
To: [Melinda Marks](#)
Subject: Public Access to River West Fresno
Date: Friday, April 14, 2017 3:03:20 PM

4/14/17

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,
Blake Patton

A

Letter I-140 Response	Blake Patton April 14, 2017
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I-140A This comment expresses support for an alignment that includes three access points: The proposed access at Perrin Avenue under SR 41 along with Alternative 1 and Alternative 5.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-141:
Cyndi Peterson, April 14, 2017

I-141

From: [Cyndi Peterson](#)
To: [Melinda Marks](#)
Subject: Lewis S. Eaton Trail Extension
Date: Friday, April 14, 2017 9:29:08 AM

Hello,

I just want to express my preference for Alternative 3 "near or along the river" and Alternative 5b parking at Palm/Nees regarding the Lewis S. Eaton Trail extension to Palm/Nees.

Sincerely,
Cyndi Peterson

A

Letter I-141 Response	Cyndi Peterson April 14, 2017
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I-141A This comment expresses support for Alternative 3 because it places the trail along the River and Alternative 5B because it places parking at Palm and Nees avenues.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-142:
Denise Dadian Sniffin, Psy.D., April 14, 2017

Cerda-Sniffin Psychology Group
Denise D. Sniffin, Psy.D.
Licensed Clinical Psychologist PSY #24999
6777 N Willow Avenue Fresno CA 93710
Phone (559) 440-1004 Fax (559) 298-1020

I-142

April 14, 2017

Melinda Marks
Executive Officer San Joaquin River Conservancy
5469 E. Olive
Fresno CA 93727

RE: Fresno River West Project

I am a lifelong citizen of Fresno County and I am delighted that decisions are being made to move forward with the Fresno River West Project. The 22 mile long project will improve the quality of life for all individuals living in the Fresno/Madera area.

As someone who grew up with few resources and no access to nature trails, parks and rivers I strongly support river access for everyone. After many years of hard work, education and good luck I was able to provide resources for my family and we have accrued many wonderful memories of our time enjoying nature, mountains and rivers. I want that for all families.

I have the good fortune of living along the bluff of the San Joaquin River. I love my neighborhood and surrounding area. However, in the last few years traffic in the neighborhood has increased significantly. Along with the increased traffic comes increased noise and litter. Additionally, it has become increasingly difficult to drive out of our neighborhood due to the traffic on Audubon at Del Mar.

Our neighborhood has long been in favor of safe and responsible development of the river for all citizens. I have talked with my neighbors and we agree that the river is an asset to be safely enjoyed by everyone. We have valid concerns related to traffic, wild fires, fire and police protection, water safety, vandalism and trash and we do not believe it is in the best interest of anyone to approve vehicle access to the river at Del Mar and Riverview.

I am **strongly opposed to alternative 1** for the reasons mentioned and it is in direct opposition to the City of Fresno's 2035 General Plan. The parking lot as proposed will directly affect the peaceful enjoyment of my home. I am **strongly in favor of Alternative 3**, which provides for trails near and along the river. I am **strongly in favor of Alternative 5** with river access located at Palm and Nees. It is a commercial corner so there will be no impact to residential traffic and there is an existing traffic signal.

Finally, I am appreciative of all the parties involved who no doubt invested a great deal of time to research, develop and present these alternative plans. You have made a contribution to our community that will be enjoyed by future generations. Please make a well-reasoned decision and adopt a plan that has the least negative impact on existing residents in the area while providing access for all to the San Joaquin River.

Respectfully,

Denise Dadian Sniffin, Psy.D.
320 W. Bluff Avenue
Fresno CA 93711

Letter I-142 Response	Denise Dadian Sniffin, Psy.D April 14, 2017
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I-142A *This comment expresses support for the trail extension, but concern that traffic, noise, public safety, and vandalism would increase as more people are attracted to the River.*

See Section 3.17, "Transportation," in Volume I of this FEIR for an evaluation of traffic impacts. The proposed project would not degrade the operating condition of any studied roadway segment or intersection. Similarly, the project would not create a significant increase in noise as evaluated in Section 3.13 in Volume I of this FEIR, nor would the project decrease public safety (Section 3.15).

I-142B *This comment expresses opposition to Alternative 1 for issues discussed above and inconsistency with Fresno General Plan and the location of access road to reach parking. This comment expresses support for Alternative 3, which would place the trail nearest to the River, and for Alternative 5, which would place parking near existing commercial uses.*

See response to Comment I-142A for evaluation of noise, traffic, and safety impacts associated with Alternative 1. The commenter's design preference for Alternative 3 is noted. The EIR analysis found that Alternative 3 would require mitigation beyond that of the proposed project and the alignment conflicts with policies of the Parkway Master Plan that require a minimum setback distance from the River. Alternative 5 was found to require additional mitigation to address the potential for exposure to hazardous materials and requires the Conservancy to purchase land from willing sellers on mutually agreeable terms.

LETTER I-143:
Jacqueline Spencer, April 14, 2017

I-143

From: [Tom and Jackie Spencer](#)
To: [Melinda Marks](#)
Subject: River Parkway Access
Date: Friday, April 14, 2017 2:58:04 PM

Dear Ms. Marks,
Please convey my opinion to the Conservancy Board of Directors that access to River West Fresno Eaton Trail Extension should include all three points under consideration in the DEIR (Perrin Avenue, Riverview Drive and Palm/Nees). This jewel should be open to all members of our community and easy access is what encourages people to take advantage of it. Having three distinct points also distributes traffic so that one area isn't overburdened.
Thank you,
Jacqueline Spencer

A

Letter I-143 Response	Jacqueline Spencer April 14, 2017
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I-143A This comment expresses support for an alignment that includes three access points: The proposed access at Perrin Avenue under SR 41 along with Alternative 1 and Alternative 5.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-144:
Judith Swick, April 14, 2017

I-144

From: [judith.swick](#)
To: [Melinda Marks](#)
Subject: River West Eaton Trail Extension
Date: Friday, April 14, 2017 6:33:30 PM

April 14, 2017

Ms Melinda Marks
San Joaquin River Conservancy
5469 E. Olive Avenue
Fresno, CA 93727

Dear Ms Marks,

I am writing to provide comments on the River West Eaton Trail Extension DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project with all three potential access points included:

1. Perrin Ave Undercrossing accessed through Madera from Highway 41.
2. Riverview Drive Access evaluated in Alternative 1.
3. Perrin/Nees Access evaluated in Alternative 5.

I strongly encourage the Board to approve the DEIR with all these access points. By including all three access points, people throughout the Fresno-Madera metropolitan region will have equitable access to the project site.

Thank you for considering these comments regarding access to the project site.

Sincerely,
Judith Swick
slckjasz@yahoo.com

A

Letter I-144 Response	Judith Swick April 14, 2017
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I-144A This comment expresses support for an alignment that includes three access points: The proposed access at Perrin Avenue under SR 41 along with Alternative 1 and Alternative 5.

The design preference raised in this comment is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER I-145:
Peter and Laurie Weber, April 14, 2017

I-145

Janah Wright

From: Pete Weber <Pete@1weber.com>
Sent: Friday, April 14, 2017 10:03 AM
To: Melinda Marks
Cc: sweaver@riverparkway.org
Subject: [MSOFFICE QUARANTINE] Eaton Trail DEIR Comments
Attachments: Eaton Trail DEIR Comments, pweber.docx

Please see attached.

Peter and Laurie Weber
320 West Bluff Ave.
Fresno, CA 93701

April 13, 2017

Ms. Melinda Marks, Executive Office
San Joaquin River Conservancy,
5469 E. Olive, Fresno CA 93727

Subject: Lewis S. Eaton Trail Extension

Dear Ms. Marks,

We are strong proponents of the Eaton Trail extension and, specifically, of the importance of providing access to the River from the Fresno side of the river. We were, however taken aback by what appeared to be a very biased presentation of the DEIR alternatives at the open house meeting held at the Pinedale Community Center on March 14th. The analysis of alternatives, as presented at the Pinedale meeting, appears to have started with a conclusion and mapped backwards. The video that was shown to attendees was highly misleading and appeared intended to influence opinion towards a predetermined conclusion.

We have since reviewed the DEIR in some detail and are convinced that some of the proposed alternatives will not survive a legal challenge under CEQA. We are also convinced that the Conservancy failed to have the full range of feasible alternatives properly analyzed, particularly with respect to parking at Palm and Nees. It is our hope, however, that common ground can be found on a path forward that will avoid a CEQA challenge and enable citizens of Fresno to enjoy the San Joaquin River sooner than later.

I will not repeat here specific concerns that are being raised by other Bluff property owners and by the attorney representing Bluff property owners in this matter. Instead, I will raise a number of questions for your consideration.

Alternative # 1:

1. Why was alternative #1 even considered when it is so disruptive to a peaceful, quiet neighborhood and directly violates the City of Fresno's 2035 General Plan (which calls for only pedestrian and bicycle access at Del Mar/Audubon)?
2. Given that Alternative 1 requires future approvals by the City, how can the City issue its approvals when those approvals would be inconsistent with the 2035 General Plan?
3. Why did most of the alternatives, including Alternative #1, ignore the City's 2035 General Plan, which calls for the trails to be as proximate to the river as possible?
4. Why did the conservancy allow presentation of a DEIR with a traffic impact analysis for alternative #1 that is so obviously inadequate and flawed?
5. Why was there such cavalier consideration of the impacts on property owners of a roundabout at the proposed location? Was the intention that the City of Fresno would address this through

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eminent domain, even though the City's 2035 general plan opposes vehicular access at the proposed location?

6. How does the Conservancy plan on compensating landowners whose properties are going to be physically affected by the improvements required for Alternative 1 at Audubon and Del Mar?
7. Why is there no mention in the DEIR of the NOX and particulate pollution impacts that would be caused for Bluff neighborhood residents under Alternative #1?

D
(cont)

E

Alternative # 5:

1. Why was Alternative #5, which provides at-grade parking and far better ADA and senior access near the river given such short shrift in both the DEIR and the Pinedale Open House? It comes across as almost an after-thought for which insufficient time or resources were available to complete the analysis, which is very strange given that this is the only alternative that complies with the parking and access provisions of the 2035 General Plan.
2. Why was the engineering work done by the City of Fresno to analyze the feasibility of Alternative # 5b ignored in the feasibility analysis?
3. Why were the property owners that would need to be involved in the implementation of Alternative # 5 not consulted as to their interest in being willing sellers? Such consultation would have yielded the response that there is a willing seller that would enable implementation of Alternative #5 b.
4. Alternative #5b is a reasonable, feasible alternative that warranted discussion in the Draft EIR, and should be included as an alternative in the Final EIR.

F

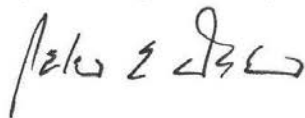
The hopeful solution would appear to lie with **Alternative # 3**, which is consistent with the City of Fresno 2035 General Plan and provides the best access for citizens from throughout Fresno (existing bus routes), coupled with **Alternative # 5b**, which would provide the ADA access and at-grade parking that I'm certain all Fresno residents would favor.

G

Past executive leadership of the Parkway Trust has unfortunately encouraged social activists to paint Bluff neighborhood residents as elitists who want to limit access to the River, even though I personally know Parkway Trust board members who neither believe or share that view. I hope there will be no repetition of that. I am a social activist myself, having founded the Fresno Bridge Academy, which is now working to help lift the economic prospects of more than 2,500 families in nine neighborhoods of concentrated poverty in Fresno county (six in the City of Fresno -- including Pinedale -- and three in rural areas). Many of my neighbors are equally dedicated to improve quality of life for all the residents of Fresno. I would find it highly offensive for us to be painted as being disinterested in the wellbeing of our fellow residents. As committed as I am to improving the prospects for the most vulnerable among us, I am also committed to avoidance of public safety, traffic safety and congestion, as well as noise and air pollution issues in my own neighborhood when better options are available.

H

My wife Laurie joins me in expressing our appreciation for your consideration of our comments.



Peter E. Weber

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Letter I-145 Response	Peter and Laurie Weber April 13, 2017
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I-145A *The commenter states that he attended the Pinedale Community meeting and found the video describing the alternatives to be biased and the alternatives evaluation in the EIR to be deficient.*

The EIR analysis considered six design alternatives to the proposed project including variations on the trail alignment, points of vehicular access, and parking lot locations. The Conservancy believes the EIR provides a reasonable range of alternatives sufficient to allow for a reasoned choice. It is not clear from this comment how the alternatives are inadequate.

I-145B *The commenter asks why Alternative 1 was considered, and states that Alternative 1 is not consistent with the City General Plan and would disrupt a peaceful neighborhood.*

Alternative 1 provides convenient access for residents of the Fresno metropolitan area, including increased opportunities for disadvantaged communities while increasing parking capacity. However, this alternative would require traffic improvements at the intersection of Audubon and Del Mar that are beyond the authority of the Conservancy to implement. See response to Comment I-145A for more information.

I-145C *The comment asks why the Fresno General Plan was ignored when most of the alternatives were designed. The commenter wonders how the City can issue approvals for Alternative 1 when it is not consistent with the General Plan.*

As shown in Volume I of this FEIR, the EIR analysis considered six design alternatives to the proposed project including variations on the trail alignment, points of vehicular access, and parking lot locations. The Conservancy believes this is a reasonable range of alternatives sufficient to allow for a reasoned choice.

The Conservancy, as a state entity, is not subject to local government land use planning, and therefore the City of Fresno General Plan is not an “applicable plan” under State CEQA Guidelines Section 15125. See Section 3.11, Land Use, of the Final EIR (Volume I) for an evaluation of consistency with the General Plan.

Alternative 1 was found to create a significant impact at the intersection of Audubon Drive and Del Mar Avenue, which requires traffic control that is beyond the ability of the Conservancy to implement, as this authority lies with the City of Fresno. For this reason, the traffic impact of Alternative 1 would be considered unavoidably significant unless the Conservancy Board were to approve this Alternative with a condition that the West Riverview Drive vehicular access remain closed until the time the City installs a traffic control device at this intersection.

I-145D The comment states that the traffic analysis in DEIR is flawed for considering Alternative 1. The commenter states that the Conservancy has shown a cavalier attitude toward impacts on property owners if a roundabout were to be constructed at the intersection of Audubon and Del Mar. The commenter asks whether the City of Fresno would acquire the land needed to implement this improvement through eminent domain, and asks how the Conservancy plans to compensate landowners who will be affected by the traffic improvements.

See response to Comment I-145C, above for information on this subject. It is beyond the authority of the Conservancy to construct the needed improvements at this intersection, so the EIR has identified an unavoidable significant impact for traffic under Alternative 1.

I-145E The comment asks why the EIR does not mention exposure to NOx and particulates associated with Alternative 1.

See Table 5.6-2 and 5.6-3 in Volume I of this FEIR for quantification of criteria air pollutants generated during construction and operation of Alternative 1. Included are NOx and particulates. All air quality impacts of Alternative 1 would be less than significant.

I-145F The comment asks about Alternative 5 short shift in light of the City of Fresno's 2035 General Plan provisions, lack of feasibility analysis, property owner consultation regarding willingness to sell and inclusion in the DEIR?

Please see Alternative 5B analysis in the partially revised DEIR. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

I-145G The commenter's support for Alternatives 3 and 5B are noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

I-145H The comment is about the desire to improve the prospects of those in the most vulnerable communities in Fresno, but also commitment to the avoidance of impacts on the neighborhood.

This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

LETTER I-146:
Tom Wielicki, April 14, 2017

I-146

From: [Tomasz Wielicki](#)
To: [Melinda Marks](#)
Subject: Comments regarding San Joaquin River Parkway Project from Prof. Tom Wielicki
Date: Friday, April 14, 2017 4:16:26 PM

Fresno, April 7, 2017

Ms. Melinda Marks, Executive Officer
San Joaquin River Conservancy
5469 E. Olive
Fresno, CA 93727

Dear Ms. Marks,

As a resident of City of Fresno for the last 33 years I am writing this letter in s

support of your effort to develop San Joaquin River Parkway into a functional and sustainable amenity that will contribute to the improvement of a life style of all citizens of our city. Specifically, I would like to urge you to consider Alternative 3 regarding access to the Parkway from Hwy 41 and Ness / Palm intersections and here is why:

1. **Safety:** I have lived in the Bluffs neighborhood for the last 20 years and can testify to the fact that traffic problems have been growing there at an accelerating pace especially at the access point on Audubon and Del Mar. Declaring it as an access point to the Parkway (Alternative 1) would render this intersection virtually unusable and greatly jeopardize safety of not only Bluff residents but also thousands of commuters who are already passing through this intersection every day from Palm Avenue toward Friant.

2. **Functionality of the trails:** It is obvious that the main attraction of the Parkway will be San Joaquin River; therefore it follows that the path or walkway should be as close to the water as possible. Fully functional trail requires easy access by the fire department, police, paramedics as well as visitors hauling variety of sport equipment like bikes, jet skis, kayaks or horses. Jamming residential area with this kind of traffic would be clearly dangerous to all involved, while Alternative 3 resolves this problem by utilizing Hwy 41 area and nonresidential area of Palm and Ness.

3. **Sustainability of the solution:** we all know that project of this magnitude can be successful only with the continuous commitment of resources and support of citizens. I think you would be surprised knowing how many Bluff residents are ready to support this project. In spite of some misguided attempts to paint us as elitists we actually represent extremely diversified group of people coming from different ethnical, cultural and racial backgrounds. As someone who was born and raised in Europe I can really appreciate an idea of creating nature friendly, livable city zone to be enjoyed by all. And yes – “we DO want it in our backyard”! We just want it to be designed the way which will foster our long term support for this project versus turning the whole neighborhood against it. This way is – Alternative 3, designating two access points to the Parkway at Hwy 41 and Palm / Ness intersection (as suggested by the City of Fresno General Plan for 2035).

Dear Mrs. Marks, we live in a divisive world when lots of great ideas get lost in an ugly political game. I remain hopeful that you and your Board in its wisdom will make a right decision that will make people like me to write their next check to support your project instead of contributing to litigation cost to defend the safety of our neighborhood.

Much too many great ideas have been buried or stalled this way in our country. Let's save this project together.

Sincerely,

--
Dr. Tom Wielicki
Professor Emeritus of Business
Craig School of Business
California State University, Fresno
5245 N. Backer Ave MS PB7
Fresno, CA 93740
voice:(559)278-2416; fax: (559)278-4991

Letter I-146 Response	Dr. Tom Wielicki April 14, 2017
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I-146A *The comment expresses support for Alternative 3 access to the Parkway from Hwy 41 and Nees/Palm intersections stating Alternative 1 would render intersection of Audubon and Del unusable because of safety issues related to accelerating traffic problems.*

The commenter's preference for Alternative 3 and opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1-Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

Alternative 5, which includes an access point at Palm and Nees avenues, would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to

address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

I-146B The comment expresses support for Alternative 3 because path should be closer to the River and resolves traffic issues in the residential area by utilizing the SR 41 area and nonresidential area of Palm and Nees avenues.

See response to Comment I-146A.

I-146C The comment expresses support for Alternative 3 because would provide two access points to the Parkway at SR 41 and the intersection of Palm and Nees avenues, as suggested by the City of Fresno's 2035 General Plan.

See response to Comment I-146A. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

LETTER I-147:
Connie Young, April 14, 2017

I-147

From: [Connie Young](#)
To: [Melinda Marks](#)
Subject: River West Fresno Eaton Trail Extension DEIR
Date: Friday, April 14, 2017 3:29:23 PM

April 14, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Connie Young
4442 N Van Dyke
Fresno, CA 93705

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Letter I-147 Response	Connie Young April 14, 2017
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I-147A *The comment expresses support for approval of all three potential access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—for equitable access to people throughout the Fresno-Madera Metropolitan region.*

The commenter's preference for approval of Alternatives 1 and 5 and the proposed project is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access would be provided at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See Section 2.4, "Project Description," in Volume I of this FEIR.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-148:
Tom Zimoski, April 14, 2017

I-148

From: [Tom Zimoski](#)
To: [Melinda Marks](#)
Subject: River West DEIR comment
Date: Friday, April 14, 2017 3:35:16 PM

April 14, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to comment on the River West Fresno DEIR, in particular on how access will be provided to the River West property.

I hope the Conservancy Board of Directors will approve the DEIR with all three of the following access points included:

- 1) Perrin Avenue Undercrossing, accessed from the Madera County side
- 2) Riverview Drive Access (Alternative 1)
- 3) Palm/Nees Access (Alternative 5)

Although I, like many other people, walk onto the property from points near both 1) and 2) I understand that this ain't strictly legal. I hope that it will be soon.

Thank you for your time.

Sincerely,

Tom Zimoski
Fresno, CA

A

Letter	Tom Zimoski
I-148	April 14, 2017
Response	

I-148A The comment expresses support for approval of all three access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—

The commenter's preference for approval of Alternatives 1 and 5 and the proposed project is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access would be provided at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See Section 2.4, "Project Description," in Volume I of this FEIR.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-149:
Linda Amparano, April 15, 2017

I-149

Janah Wright

From: Linda Amparano <pinesalt@aol.com>
Sent: Saturday, April 15, 2017 9:19 PM
To: Melinda Marks
Subject: River West Fresno Eaton Trail Extension DEIR
Attachments: Scan0002.pdf

Hola Ms. Marks,

Attached you will find my comments and recommendations for the RWFETE project.

Thank you for your consideration.

Linda Amparano

April 15, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

My name is Linda Amparano and I live and work in the Pinedale Community. I have been a strong advocate for our community for over 20 years. My husband's family has been here 5 generations.

I strongly encourage the Conservancy Board of Directors to approve the project with Alternative 3 and 5B and the Perrin Avenue Undercrossing accessed through Madera from Highway 41.

I personally go to the east side of the river every Saturday by accessing the trails at Woodward Park.

This past year I have embarked on a health journey and I have lost 80 pounds by eating clean and by walking Eaton trail and the trails at Woodward Park as a part of my fitness regime. I have inspired many of my neighbors to walk the park as well. We also walk down Palm to Nees and around Palm Bluffs. If we had a trail at that juncture it would be an amazing asset to the community of Pinedale as well as to the rest of the City. Many of our residents use that area to go down to the river already to fish.

Many years back, Sharon Weaver asked me what I thought about river access for our community. I was never one to go to the river although I knew many of my neighbors did and it was important for the community as a whole to have access. She never showed me at that time, Palm and Nees was an option. Maybe it wasn't then, I don't know. I am sure if it was, she would have stated all possibilities.

Now that I am active outside the possibility of having a Palm and Nees access to trails is so exciting!

The Riverview Drive Access, Alternative 1 isn't a good idea for many reasons. The connecting street Audubon is too busy as it is. I don't even use Audubon when I go to Woodward Park every weekend. It would also be so intrusive for the neighborhood in that area. The community and city have been good to the community of Pinedale, we need to be good neighbors as well and support surround neighborhoods to be quiet and safe.

The river is an asset that should be safely enjoyed by everyone!

Although I received an email from Sharon Weaver questioning the viability of 5B; I have seen all of the Youtube videos that show the different entry points, and 5B Alternative 3 it is the one that makes the most sense.

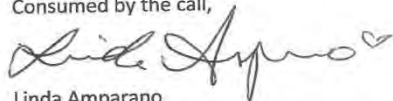
C

I strongly encourage the Board to approve the DEIR with these 2 access points included. By including these 2 access points (Palm and Nees, and Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

D

Thank you for your consideration of these comments.

Consumed by the call,



Linda Amparano
7361 N. San Pablo
Pinedale CA 93650
559-908-8195

Letter I-149 Response	Linda Amparano April 15, 2017
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I-149A *The comment expresses support for Alternatives 3 and 5B and the Perrin Avenue undercrossing from SR 41 because it is important for the whole community to have access to the River.*

The commenter's preference for Alternatives 3 and 5B and the proposed project is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. The proposed project does not include vehicular access at West Riverview Drive.

See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

I-149B *The comment expresses opposition to Alternative 1 because Audubon Drive is too busy and this alternative would be intrusive for the neighborhood.*

The commenter's opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the

Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

I-149C The comment reiterates support for Alternatives 3 and 5B.

See response to Comment I-149A about Alternatives 3 and 5B.

I-149D The comment expresses encouragement to board to approve the two access points (Palm and Nees avenues and the Perrin Avenue undercrossing at SR 41) for equitable access to people throughout the Fresno-Madera metropolitan region.

See response to Comment I-149A about Alternative 5B and the proposed project.

LETTER I-150:
Susan B. Anderson, April 15, 2017

I-150

From: [susan.anderson](#)
To: [Melinda Marks](#)
Cc: [Sharon Weaver](#)
Subject: Comments on River West Fresno Eaton Trail Extension DEIR
Date: Saturday, April 15, 2017 10:33:24 PM

Dear Melinda: I am emailing you to provide comments on the River West Fresno DEIR. As a past board member and Chair of the Conservancy and now a board member for the Parkway, I have a long history and a strong interest in the Parkway. I want to encourage the Board members of the Conservancy to approve the project site with all three access points including:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

It is not reasonable to eliminate any of these three access points. I hope that the Conservancy board will take a stand for access that is equitable and real. The public deserves no less.

Thank you!

Susan B. Anderson

A

Letter I-150 Response	Susan B. Anderson April 15, 2017
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I-150A *The comment expresses support for all three potential access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—for equitable access to the Parkway.*

The commenter's preference for approval of Alternatives 1 and 5 and the proposed project is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access would be provided at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See Section 2.4, "Project Description," in Volume I of this FEIR.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-151:
Roger Anthony, April 15, 2017

I-151

From: Roger Anthony
To: Melinda Merke
Subject: Re: comments on EIR
Date: Saturday, April 15, 2017 9:57:27 AM

4-15-2017

The River West Fresno Project

The Alternative entry points to connect to the Eaton Trail show only one logical location and that is at Palm/VNees. The River View entrance is an encroachment into a residential community that requires a complete transformation of the neighborhood. Starting at Audubon's bridge and ending at entrances from Churchill. Increased traffic will create too many safety problems for the inhabitants of this neighborhood. Criminal access will accelerate along with pedestrians walking where there are no sidewalks. The Perrin access point is certainly better than transforming an entire neighborhood structure. The slanted video and remarks made against Palm/VNees show a bias in the presentation. Fresno has more open space per person than most large cities but the urging for recreational areas stems from a bias towards cities with large concentrations of apartments and high rise condominiums. Front and back yards in Fresno create their own park like settings. The palm entrance can and should work to the best advantage of all concerned.

A

-----Original Message-----

From: River Parkway Trust <sweaver@riverparkway.org>
To: anthonyreality <anthonyreality@aol.com>
Sent: Sat, Apr 15, 2017 9:04 am
Subject: This is your last chance to ask for access



The River West Fresno project is key to the expansion of Lewis S. Eaton Trail system and to advancing the vision of a 22-mile Parkway along the San Joaquin River. This project will be a regional amenity serving trail users, fishermen, hikers, cyclists, runners, wildlife watchers, and families from Fresno and Madera.

We all want a project that meets the needs of everyone in our community. We want a project that is safe and accessible. We want a project that will improve the quality of life for people living in the Valley.

And that's where you come in. Your comments will make a difference. Please take the time today to submit your comments about what you want to see on the River West Fresno project.

Today is the last day to submit comments on the River West Fresno Draft Environmental Impact

Report (DEIR).

Your comments matter. Please take the time to submit a comment today.



We encourage you to submit comments that request the Conservancy Board to approve the DEIR with all three access points (Perrin Ave undercrossing accessible from Madera County on Old Highway 41, Riverview Drive, and Palm and Nees).



Send your comments to:
Melinda Marks, Executive Officer
San Joaquin River Conservancy
5469 E. Olive
Fresno, CA 93727
or Melinda.Marks@sjrc.ca.gov

[Click here](#) to download a sample letter.



Over the last two months, we've been sharing information about the River West DEIR, including the various project alternatives. The River West Fresno project is complicated. It has been our goal to provide information and help you understand the complexities of the various alternatives included in the DEIR.

In order to help you better visualize the project and alternatives described in the DEIR, we've made some videos. You can check out the videos by visiting the River Parkway Trust's YouTube channel at <https://www.youtube.com/user/SJRParkwayTrust>.

We've also archived the previous emails that include information about the River West DEIR. [Click here](#) to review them.

You can review the River Parkway Trust's previous comments on this project at <https://www.riverparkway.org/index.php/land-and-trails/river-west>.

Sincerely,

Sharon Weaver
Executive Director



STAY CONNECTED



San Joaquin River Parkway and Conservation Trust,
11605 Old Friant Road, Fresno, CA 93730

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Sent by sweaver@riverparkway.org in collaboration with



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Letter I-151 Response	Roger Anthony April 15, 2017
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I-151A *The comment expresses support for access at Palm and Nees avenues because Riverview Drive access would be an encroachment, causing increased traffic, safety problems, and criminal access. The commenter claims that there was bias against access at Palm and Nees avenues and that Fresno has more open space per person than most large cities.*

The commenter's preference for access at Palm and Nees avenues and opposition to access at West Riverview Drive is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 5, Palm and Nees Access, would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

The proposed project does not include vehicular access at West Riverview Drive. See Section 2.4, "Project Description," in Volume I of this FEIR. The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

LETTER I-152:
Tim Bakman, April 15, 2017

I-152

Janah Wright

From: Tim Bakman <tim@bakmanwater.com>
Sent: Saturday, April 15, 2017 9:18 PM
To: Melinda Marks
Cc: Barry@HerbBauerSportingGoods.com; kristinewalter@comcast.net
Subject: FW: 04/15/2017 21:09
Attachments: DOC041517.pdf

-----Original Message-----

From: Bakman Toshiba Copier [<mailto:bakmancopier@bakmanwater.com>]
Sent: Saturday, April 15, 2017 9:10 PM
To: Tim Bakman <tim@bakmanwater.com>
Subject: 04/15/2017 21:09

Scanned from e3555c
Date:04/15/2017 21:09
Pages:1
Resolution:300x300 DPI

PDF FILE ATTACHED

April 15, 2017

Hi Melinda,

I have been out of town working on a project in the Los Angeles area so I have not had a chance until now to comment on a situation that I had thought was put to bed. I am sending you a note to express my displeasure with your groups continued support of locating a parking facility on the River bottom off Riverview; otherwise known as "Alternative 1" of the DEIR. Bottom line...It's not going to happen! I am against This alternative, my neighbors are against it, and both the City of Fresno and the Fresno County Board of Supervisors have opposed it through a 2010 San Joaquin River and Bluff Protection ordinance. The concept was even negated in 2014 with the adoption of the City of Fresno 2035 General Plan. Why your organization seems to disregard what is obvious is a mystery to me. I would guess either a lack of intelligent and/or skilled leadership or some vendetta against a group of people that have been and hope to remain supportive of the River West Project. I for one would rather write checks to help further the Trails progress and to promote a clean and safe environment for everyone to enjoy than I would to pay attorneys salaries.

A

On another note, the notion of enlisting minority groups to champion some delusional cause based on combating racism and elitism by those that oppose this planned parking facility is frankly a tired and last ditch effort to evade the fact that the opposition has formed it views based on vehicular impacts, not the people that are driving in the cars. The mitigation of these traffic impacts, with cost prohibitive roundabouts and/or traffic signals if "Alternative 1" were adopted will do nothing but throw more liabilities the City's way and make an already impacted vehicular flow situation through established residential neighborhoods even worse. There are better and more sensible alternatives by which to control the automobile traffic generated by those wishing to utilize the river bottom by diverting it to areas that are already prepared to accept the challenges..." Alternative 5B" for example, which wasn't even given the consideration it deserves.

B

In closing, I must tell you that I am impressed with the work that has been accomplished by your staff, the sub-contractors, and the many volunteers to improve the Trail. This truly is a hidden gem that all of Fresno should be proud to be part of. I also enjoy seeing all the activity that is happening. The River is alive and needs people to enjoy all it has to offer. The financial responsibilities in keeping the trails safe and free of trash and litter are not going to happen without the combined and concerted efforts of many groups, organizations, and individuals not to mention State and Local Government involvement. We all need to be working together, not wasting our energies on conflicts, in this case, just "Alternative 1" is a deal breaker. I will promise you two things. Continue to ~~push~~ for a parking facility off Riverview and this River West Project will be embroiled in both lawsuits and ill will, enough to a point that both you and I will be long dead and gone by the time anyone will see its first stage completed. Now wont that make the politicians and taxpayers happy they entrusted the current people in charge with the management and over sight of funds for this project?!! The second promise; and I hope this comes to pass, is that we all play nice and come to the realization that we all need each other to pull this off for the people of Fresno. If that happens, I promise I will divert the funds that I would have paid the attorneys to stop the illogical location of a parking facility in the middle of a State Authorized Wildlife and Bird Sanctuary/Reserve/Refuge and with a happy heart, give them to the Agency that will best take care of the River for all the people of Fresno and Madera.

C

D

Sincerely,


Richard Tim Bakman

Letter	Tim Bakman
I-152	April 15, 2017
Response	

I-152A The comment expresses opposition to Alternative 1 stating it was opposed through 2010 San Joaquin River and Bluff Protection Ordinance and negated in the City of Fresno's 2035 General Plan.

The commenter's opposition to Alternatives 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

I-152B The comment expresses opposition to Alternative 1 because the mitigation of traffic impacts will cause City liabilities, will make impacted vehicular flow worse in the neighborhood, and other alternatives, such as Alternative 5B, deserves consideration.

See response to Comment I-152A about Alternative 1.

See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

I-152C The comment expresses support for the work to improve the Trail and all the activity that is happening, and that the River needs combined efforts of many to keep the trails safe and free of trash and litter.

See Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR. The project would include ongoing maintenance activities including trash service, vegetation trimming, and similar methods to ensure a welcoming experience. This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-152D The comment expresses opposition to Alternative 1 because the location of the parking facility off West Riverside Drive in the State Authorized Wildlife and Bird Sanctuary/Reserve/Refuge is illogical, would create ill will, and lawsuits would delay the project.

The commenter's opposition to Alternatives 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicular access and parking lot at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

LETTER I-153:
Daryl L. Balch, April 15, 2017

I

I-153

Melinda Marks

From: Daryl Balch <balchlandservices@sbcglobal.net>
Sent: Saturday, April 15, 2017 4:03 PM
To: Melinda Marks
Subject: [BULK] River West Fresno DEIR
Attachments: San Joaquin River Conservancy EIR.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Please see attached letter dated April 15, 2017.

VIA EMAIL

April 15, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E. Olive Avenue
Fresno, CA 93727

Dear Ms. Marks:

For the people to fully enjoy and appreciate the San Joaquin River recreation area, access and parking areas must be retained and expanded. To fully experience the river bottom, improved access is needed from the Palm Avenue at Nees Avenue location and the Riverview Drive site. I did not visit the Perrin Avenue point, but it should also be improved to the maximum extent.

Improved access to the regional recreational resource will benefit current and future generations. This should be possible with minimal disruption to nearby neighborhoods. It is very important for Conservancy Board of Directors to keep future generations in mind as the Draft EIR is contemplated and debated.

A

Sincerely,



Daryl L. Balch

4869 N. Harrison #106
Fresno, CA 93755

Letter	Daryl L. Balch
I-153	April 15, 2017
Response	

I-153A The comment expresses support for retained and expanded parking and improved access to the San Joaquin River at Palm Avenue and Nees Avenue, Riverview Drive, and Perrin Avenue to benefit future generations, and because should be minimal disruption to nearby neighborhoods.

The commenter's preference for approval for access at Palm and Nees avenues, West Riverview Drive, and Perrin Avenue is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project includes multiple points of access. Pedestrian and bicycle access would be provided at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. See Section 2.4, "Project Description," in Volume I of this FEIR.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-154:
Daniel R. Baxter, M.D., April 15, 2017

I-154

From: [Daniel R. Baxter](#)
To: [Melinda Marks](#)
Subject: River West Fresno Eaton Trail Extension DEIR
Date: Saturday, April 15, 2017 12:28:51 PM

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project.

I am a resident of the Bluffs. Specifically, I reside at 207 W Bluff Avenue. I drive right by the Riverview Drive entrance every day.

Unlike most of my neighbors, I have no problem with public access to the river via this entrance. In fact, I use it myself, and encourage others to do so as well.

I do, however, believe that a public parking lot SHOULD be constructed downslope from the current end of pavement. This makes sense:

- 1) This is the only one of the three potential entrances that has a slope conducive to a road and parking lot. In fact, there is already a dirt road in place already, to both park lands and to a private residence.
- 2) I DO agree with my neighbors that without such a parking lot there will be a massive influx of cars parking in what is now a quiet residential neighborhood. History has already proven this to be true: One need only look at the private shopping center parking lot at Friant & N Fort Washington Road any weekend or weekday evening. There are scores of people who inappropriately overwhelm that parking lot in order to gain easier (and free) access to the Eaton Trail just north of Woodward Park.

I also believe that access can & should be in place at all three proposed access points. This will make it easier for the public (more options), disperse the crowds, and make driving times and distances more environmentally lessened for those driving from Madera County (the highway 41 bypass road entrance) and central Fresno (the Plam Ave entrance).

Daniel R Baxter MD
207 W Bluff Ave
Fresno 93711

baxbarnowl@att.net

Letter	Daniel R. Baxter
I-154	April 15, 2017
Response	

I-154A The comment expresses support for access at Riverview Drive.

The commenter's preference for access at West Riverview Drive is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 1, which includes vehicular access at West Riverview Drive, would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR).

I-154B The comment expresses support for access at Riverview Drive because without the parking lot there will be influx of cars parking in the neighborhood similar to that at the parking lot at the shopping center at Friant and N. Fort Washington Road, and only alternative that has a downslope, which is conducive to a road and parking lot.

See response to Comment I-154A.

I-154C The comment expresses support for approval of all three proposed access points as this would give more options for public access, disperse crowds, and make driving times and distances less impactful to the environment.

The commenter's preference for approval of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-155:
Bart Bohn, April 15, 2017

I-155

From: [Bart Bohn](#)
To: [Melinda Marks](#)
Subject: River West DEIR Comments
Date: Saturday, April 15, 2017 2:26:44 PM

Melinda,

These are my comments regarding the River West DEIR:

Name: Bart Bohn

Organization: San Joaquin River Parkway and Conservation Trust and resident of the neighborhood adjacent to the project site

Address: 8302 North Victor Avenue, Fresno, CA 93711

E-mail: bbohn2@gmail.com

COMMENTS: The initial goal of the San Joaquin River Parkway was to protect the river corridor for 22 miles from development to provide open space and river access for the benefit of all of the residents of the region. This is particularly important because of the lack of parks and recreational facilities within the urban area that include access to natural water features. The San Joaquin River is the one nearby natural amenity that can best meet this need. Throughout the nation, communities have recognized the value of such amenities by developing public access to rivers, lakes, bays, and seashores.

This goal can best be achieved by building on earlier successes of the San Joaquin River Conservancy by continuing to extend the Eaton Trail on public lands along the River and by providing frequent public access points to the Trail and to the River. As with typical regional recreational facilities, many users will access the parkway by vehicle. Evidence of the scope of the unmet need for such facilities is the recent dramatic increase in unauthorized users accessing this public property for recreational purposes as noted by the vehicles parked on the streets in this neighborhood. To avoid this potential disruption to adjoining neighborhoods, virtually every Federal, State, County, and City park or open space has been established with on-site parking.

Based on these points, I would recommend developing every feasible access point for pedestrian, cycling, and vehicular access-----particularly where public right-of-way already exists. Multiple access points for vehicles also has the benefit of reducing local traffic levels when new facilities are legally opened to the public by the Conservancy. This approach would be consistent with Alternative 1 when considering the limits of the current project. I would certainly support additional access points, particularly in the vicinity of the Palm/Nees Avenue intersection, when a future project is proposed. That future connection would enhance the value of River West as a transportation route for cyclists.

Thank you for your consideration of these comments.

Bart Bohn

Letter I-155 Response	Bart Bohn April 15, 2017
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I-155A The comment expresses support for developing every feasible access point for pedestrian, cycling, and vehicular access to reduce local traffic levels at new facilities, particularly where a public right-of-way already exists, consistent with Alternative 1, and at the intersection of Palm and Nees avenues to enhance the value as a transportation route for cyclists.

The commenter's preference for development of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-156:
Judy Brandon, April 15, 2017

I-156

From: [Judy Brandon](#)
To: [Melinda Marks](#)
Subject: Fwd: River West Fresno Eaton Trail Extension DEIR
Date: Saturday, April 15, 2017 9:49:49 PM

Begin forwarded message:

From: Judy Brandon <jlittlejb66@sbcglobal.net>
Subject: River West Fresno Eaton Trail Extension DEIR
Date: April 15, 2017 at 9:41:03 PM PDT
To: Melinda.Marks@sjrc.ca.gov

Dear Ms. Marks,

I am writing to respond to the requested comments regarding the River West Fresno DEIR. I am most interested in how access will be provided to the projected site.

As a resident of Bluff Crest, I am requesting that the Conservancy Board of Directors approve the project site using only the the Perrin Avenue and Palm/Nees access points. (Plan 3 or Plan 5B) I am deeply opposed to the Riverview Access Point. I am already extremely concerned regarding the congestion and parking problems which already exists. Not only are there cars creating a problem but when the occupants get out of their cars they stand in the roadway blocking oncoming traffic. Retrieving their fishing gear, or whatever they may be taking down to the river, takes precedence over the oncoming cars. I can only imagine the tremendous increase in traffic and resulting congestion that would occur if the Palm/Nees access was approved.

The reason I purchased my home here was for the peace and tranquility of the area. If this access was approved, our way of life here would be forever changed and I am concerned for our safety.

It is my request that the Board approve the DEIR with only the Perrin Avenue and Palm and Nees access points.

Thank you for your consideration of my comments.

Sincerely,

Judy Brandon (Judith A.)

331 W. Bluff Ave.
Fresno, CA 93711

Telephone # 559-447-9919

A

Letter I-156 Response	Judy Brandon April 15, 2017
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I-156A *The comment expresses support for Alternatives 3 and 5B and opposition to the Riverview access point because of existing congestion and parking problems, concerns about safety, and changes to neighborhood peace and tranquility.*

The commenter's preference for Alternatives 3 and 5B and opposition to the Riverview Drive access point is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. The proposed project does not include vehicular access at West Riverview Drive. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

LETTER I-157:
Wendy Brox, April 15, 2017

I-157

From: Wendy Brox
To: Melinda Marks
Subject: Opinion of support
Date: Saturday, April 15, 2017 9:20:22 AM

Ms Melinda Marks:

I have reviewed in detail the River West DEIR published online at:

<http://sjrc.ca.gov/Eaton-Trail-Extension-EIR/>

As a long term resident in Fresno, an enthusiastic user of the Eaton Train and an involved volunteer in a youth serving organizations, I do have an interest & concern.

The overall project of the Fresno River West Eaton Trail Extension is very exciting.

I am of the opinion that the San Joaquin River Conservancy would be unjust to approve the DEIR without additional vehicular access.

I fill strongly that the project should be approved to include the Alternate route 5 (preferred) using the existing road route that had been used by the Sand & Gravel Company in the past.

Thank you for an opportunity to comment on this project.

Sincerely,

~Wendy Brox

~Be Still and know...

A

Letter	Wendy Brox
I-157	April 15, 2017
Response	

I-157A The comment expresses support for Alternative 5, using the existing road route that had been used by the sand and gravel company, for additional vehicular access.

The commenter's preference for Alternative 5 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. However, Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-158:
Catherine Caples, April 15, 2017

I-158

From: [Catherine Caples](#)
To: [Melinda Marks](#)
Subject: Comment in support Of San Joaquin River Parkway western trail expansion
Date: Saturday, April 15, 2017 6:55:42 PM

I hope the all 3 access points will. E included in the expansion to the west of Highway 41 and that expansion will continue to west of 99 eventually.
Respectfully,
Catherine Caples
7232 W Dovewood Lane
Fresno CA 93723

A

Sent from my iPhone

Letter I-158 Response	Catherine Caples April 15, 2017
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I-158A The comment expresses support for all three access points to the west of SR 41 and hope that expansion will eventually continue to west of SR 99.

The commenter's preference for approval of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

LETTER I-159:
Michael Carrillo, April 15, 2017

I-159

From: [Michael Carrillo](#)
To: [Melinda Marks](#)
Subject: River West Fresno Eaton Trail Extension DEIR Comment
Date: Saturday, April 15, 2017 10:22:46 AM

April 15, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I believe that all California rivers are state treasures. They should be accessible to all residents and visitors with minimal hindrances for all to enjoy. The San Joaquin River and its immediate environs are no exception.

The purpose of this letter is to encourage the Conservancy Board of Directors to approve the project sites of three potential access points in the Fresno-Madera areas that are under consideration for the River West Fresno Eaton Trail Extension DEIR. These access points are:

1. The Perrin Avenue Undercrossing (which would be an access point from Madera County)
2. Riverview Drive Access (evaluated as Alternative 1)
3. Palm/Ness Access (evaluated as Alternative 5)

Access to the San Joaquin River in the Fresno Metro area is quite limited considering the length of the river through the area. Three more access points to this treasure would be beneficial to the residents of the Fresno-Madera communities. I highly encourage the Board to approve the DEIR for the above listed access points.

Thank you for taking the time to consider my comments.

Michael Carrillo
2377 E Rush Ave
Fresno, CA 93730

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Letter I-159 Response	Michael Carrillo April 15, 2017
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I-159A The comment expresses support for approval of all three access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—for equitable access to residents of the Fresno-Madera communities and because existing access is limited.

The commenter's preference for approval of all three access points (Alternatives 1, 5, and the proposed project) is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. However, Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-160:
Greg and Linda Clark, April 15, 2017

I-160

From: californiaclarks@comcast.net
To: [Melinda Marks](#)
Subject: San Joaquin River Access Coalition
Date: Saturday, April 15, 2017 3:05:34 PM

We are homeowners in the Bluff area of Audubon and Del Mar and we are urging you to support **Alternative 3** and **Alternative 5B**.

Thank you.

Greg and Linda Clark.

A

Letter I-160 Response	Greg and Linda Clark April 15, 2017
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I-160A The comment expresses support for Alternatives 3 and 5B.

The commenter's preference for Alternatives 3 and 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. The proposed project does not include vehicular access at West Riverview Drive. See Section 5.1.1, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

LETTER I-161:
Sharon Benes, April 16, 2017

I-161

From: [Sharon Benes](#)
To: [Melinda Marks](#)
Subject: River West Fresno Eaton Trail Extension DEIR
Date: Sunday, April 16, 2017 9:56:47 PM
Attachments: Letter- M. Marks, SJR Conservancy Trust, 4-17.pdf

Dear Ms. Marks,

Please see attached letter providing my comments to the Eaton Trail Extension.

Thank you,
--Sharon Benes
656 E. Normal Ave.
Fresno, CA 93704

April 16, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

In my view, a key objective of the SJ River Parkway is to build an appreciation and knowledge of the river amongst Fresno residents. Greater access to the river will help to develop this awareness which in turn, will provide greater support for conservation activities.

Thank you for your consideration of these comments.



Sincerely,
Sharon E. Benes
Professor, Fresno State and
Resident, City of Fresno

Letter
I-161
Response

Sharon E. Benes
April 15, 2017

I-161A The comment expresses support for approval of all three access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—for equitable access to the project for people throughout the Fresno-Madera metropolitan region.

The commenter's preference for approval of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-162:
Ricardo and Pricila Centeno, April 16, 2017

I-162

From: [Ricardo Centeno](#)
To: [Melinda Marks](#)
Subject: River West, Eaton Trail Extension Project
Date: Sunday, April 16, 2017 3:49:07 PM

Dear Ms. Marks:

This is Ricardo and Pricila Centeno. We are residents of 328 W Eagle Court, Fresno, CA, 93711.

We favor access option 5b, after much deliberation with our neighbors in the same area.

We hope you will consider our preference in your decision process.
Thank you very much.

A

Letter	Ricardo and Pricila Centeno
I-162	April 16, 2017
Response	

I-162A The comment expresses support for Alternative 5B.

The commenters' preference for Alternative 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, See Section 5.1.1, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

LETTER I-163:
Manny and Lynn Fagundes, April 15, 2017

I-163

From: [Lynn Fagundes](#)
To: [Melinda Marks](#)
Cc: kristinewalter@comcast.net Walter
Subject: River West Project
Date: Saturday, April 15, 2017 12:56:00 PM

Hello River Friends,

We have lived on the Bluff overlooking the 'H' pond for 28 years and have watched the river bottom evolve into the San Joaquin River West Project. Over the years we have donated time and money to the S. J. R. Parkway.

So now it is exciting to see the river bottom close to being opened to the public !!!

Having a bird's eye view, 24-7, of the area proposed for the River West Project, we want to offer our help and recommendations for a safe and responsible development of the area.

This first phase of a 22 mile long project can be the basis for something valued by all of Fresno for years !!!!!

Knowing how it looks ALL year, wet or dry, the Trail needs to be CLOSE to the RIVER, not at the base of the Bluff where there is NO view, just dirt.

Entrances, exits and parking need to be convenient to visitors, Police, Fire, Emergency and Maintenance. Parking under Hwy. 41 and an entrance to a Parking Lot near Palm/Nees, is recommended. Vehicles are NOT conducive to the river's Natural Environment !!!!!

"Alternative 1" proposes an entrance going down River View Dr. into the river bottom to a parking lot and raises many safety concerns !!!!! Vehicles in and out of this small neighborhood onto an already congested Audubon Dr. spells accidents waiting to happen !!!

River View Dr. needs to stay an entrance for foot and bike traffic as well as EMERGENCY vehicles ONLY !!!!! Therefore we recommend "ALTERNATIVE 3 or 5B." Please refer to the City of Fresno 2035 General Plan.

The people of Fresno expect the River Bottom to be a Safe and Clean destination. It will be a GREAT ASSET and EXPERIENCE for all....if.... The River Project includes the ability to Fund, Protect and Maintain the S. J. River West / Eaton Trail Extension Project and its many visitors.

Thank You for your time to hear our concerns and serious consideration of Alternatives 3 and 5B.

Sincerely,

Manny and Lynn Fagundes 304 West Bluff Ave. Fresno, Ca. 93711 lynnfagundes@gmail.com

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Letter I-163 Response	Manny and Lynn Fagundes April 15, 2017
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I-163A *The comment expresses support for a trail close to the River and not the bluff where there is no view.*

The commenter's preference for Alternative 3 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. In Alternative 3, the trail extension would be aligned closer to the River's edge (around the O Pond) in the more southerly (downstream) portion of the site, and would remain as proposed by the project in the northerly (upstream) portion of the site. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan.

I-163B *The comment is about the need for entrances, exits, and parking to be convenient to visitors, police, fire, emergency, and maintenance and expresses support for the proposed project with parking under SR 41, and entrance to a parking lot near Palm/Nees because vehicles are not conducive to the River's natural environment.*

See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41. Like the proposed project, the alternatives would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur. The project as well as alternatives would improve response by law enforcement and emergency first responders to the River bottom compared to current conditions.

See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5, Palm and Nees access, would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

I-163C The comment expresses opposition to Alternative 1 entrance at Riverview Drive that goes to a parking lot at the River bottom because of safety concerns, vehicles entering and exiting the small neighborhood, and existing congestion on Audubon that could result in accidents.

The commenter's opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

I-163D The comment expresses support for Alternative 3 and 5B and opposition to Alternative 1 because access at Riverview Drive should only be for foot and bike traffic and emergency vehicles, and references the City of Fresno's 2035 General Plan.

The commenter's preference for Alternatives 3 and 5B and opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. The proposed project does not include vehicular access at West Riverview Drive. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed

project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

I-163E The comment expresses support for a safe and clean River bottom destination if the project includes ability to fund, protect and maintain the project, and reiterates support for Alternatives 3 and 5B.

See response to Comment I-163D about Alternatives 3 and 5B.

See Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR. The project would include ongoing maintenance activities including trash service, vegetation trimming, and similar methods to ensure a welcoming experience. Under Section 15131 of the State CEQA Guidelines, economic and social impacts are not considered as significant environmental effects.

LETTER I-164:
Jennifer Martin Gaede and Don Gaede, April 16, 2017

I-164

From: [Jenny M. Gaede](#)
To: [Melinda Marks](#)
Date: Sunday, April 16, 2017 6:53:12 PM

Dear Ms Marks,

I am writing to provide comments on the River West Eaton Trail Extension DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project with all three potential access points included:

1. Perrin Ave Undercrossing accessed through Madera from Highway 41;
2. Riverview Drive Access evaluated in Alternative 1;
3. Perrin/Nees Access evaluated in Alternative 5.

We (my husband and I) have personally contributed both time and finances to the Conservancy and really support keeping the access to all of the public open - I don't think a few elite folks should be allowed to close off access to all the rest of us.

Thank you for considering these comments regarding access to the project site.

Sincerely,
Jennifer Martin Gaede and Don Gaede

Letter I-164 Response	Jennifer Martin Gaede and Don Gaede April 16, 2017
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I-164A *The comment expresses support for approval of all three access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—for equitable and open public access to the project.*

The commenter's preference for approval of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-165:
Ernie Gee, April 16, 2017

I-165

From: [Ernie Gee](#)
To: [Melinda Marks](#)
Subject: Palm Nees Access
Date: Sunday, April 16, 2017 12:31:14 AM
Attachments: 1210 W. Moraga.png

Hello Melinda,

My name is Ernie Gee and I reside at 1210 W. Moraga Rd.

My concern with the preferred choice of the existing access road off of Palm and Nees (behind GB3) is the property below our home and the adjacent habitat. Before the gate was installed, there were major issues with off roading vehicles, noise pollution, partying all through the night and Illegal camp fires which lead to a large fire a few years ago. All of these factors have disturbed the local habitat when there was full access.

What will the parkway trust do to prevent access below the bluff community? I've attached an image of the area of concern. Currently, the area is flooded due to the record rainfall. I'm all for what your organization is doing but the area below us needs to be off limits for vehicle access.

If the access point is approved and a compromise has been made with the various land owners, will the existing gate stay to regulate access during certain hours or will it be open at all times? Will there be security?

I appreciate your time in regards to this situation. Please feel free to call or email with any thoughts or questions. I have lived here for over 30 years and have seen the evolution of the San Joaquin River Valley all the way back when the Stuart and Nuss Aggregate Company was operating here.

Thank You,

Ernie Gee
559 709 1556

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Letter	Ernie Gee
I-165	April 16, 2017
Response	

I-165A *The comment is about prior issue, before gate installed, related to Palm and Nees avenues vehicular access (behind GB3), regarding off-roading vehicles, noise pollution, partying, and illegal campfires that lead to fire a few years ago and disturbed the local habitat.*

The proposed project does not include vehicular access at Palm and Nees avenues. West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

See Section 5.6 in Volume I of this FEIR about the public services analysis for the alternatives. Like the project, the alternatives would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur.

I-165B *The comment is about an area below the bluff community that is a concern and should be off limit for vehicular access.*

The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41. See response I-165C for information related to access.

I-165C *The comment asks if the existing gate noted in Comment I-165A will remain with regulated access, and will there be security if an access point is approved at Palm and Nees avenues.*

The EIR notes that under the current condition the project site is closed to the public; any current access is unauthorized trespass. In order to construct the project and open it for public use, long term resources for operation and maintenance must be developed, providing for active management of the site, proper waste disposal, restrooms, and other activities that discourage illicit activities.

LETTER I-166:
Bill Golden, April 15, 2017

I-166

From: [William Golden](#)
To: [Melinda Marks](#)
Subject: DEIR Comment
Date: Saturday, April 15, 2017 10:16:15 AM

Ms. Melinda Marks,

I have lived in Fresno all my life, and as a youth, enjoyed easy access to the outdoors. Now, it is certainly more difficult. In hopes of encouraging more people to get out and enjoy being active outside, I believe it would be extremely helpful to provide more access to the San Joaquin River trail system.

So, I implore the Conservancy Board to approve this DEIR with all three access points included. The Perrin Ave entrance. The alternative 1 Riverview Dr access. The alternative 5 Palm/Nees access.

Thank you for your consideration,

Bill Golden

A

Letter I-166 Response	Bill Golden April 15, 2017
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I-166A *The comment expresses support for approval of all three access points: the proposed Perrin Avenue entrance, the Alternative 1 Riverview Drive Access, and the Alternative 5 Palm and Nees avenues access.*

The commenter's preference for approval of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-167:
James R. Gonzales, April 15, 2017

I-167

From: [James Gonzales](#)
To: [Melinda Marks](#)
Subject: River West Fresno Eaton Trail Extension DEIR
Date: Saturday, April 15, 2017 4:50:09 PM

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site using only the Perrin Avenue and Palm/Nees access points (Alternative 5b).

I am strongly against use of the Riverview Access point, which will cause safety issues resulting from increased traffic to a residential area.

I strongly encourage the Board to approve the DEIR with only the Perrin Avenue and Palm/Nees access points included. By including these two access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41 and Palm and Nees accessible from a commercial area), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Approving the two access points will help prevent litigious delays of this important project, which will be tied up in the courts for years if the Riverview access point is approved.

Thank you for your consideration of these comments.

Sincerely,
James R. Gonzales
960-3107

Sent from my iPhone

A

B

C

Letter I-167 Response	James Gonzales April 15, 2017
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I-167A *The comment expresses support for access only at the proposed Perrin Avenue and Palm and Nees avenues access points (Alternative 5B).*

The commenter's preference for Alternatives 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

I-167B *The comment expresses opposition to the Riverview Drive access point because it would cause safety issues resulting from increased traffic in a residential area.*

The commenter's opposition to access at Riverview Drive is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

I-167C *The comment reiterates support for the Perrin Avenue access point with Palm and Nees avenues access point to provide equitable access for people throughout the Fresno-Madera metropolitan region and to prevent litigious delays if the Riverview Drive access point is approved.*

See response to Comment I-167A.

LETTER I-168:
Denise Gravano, April 15, 2017

I-168

From: [Denise Gravano](#)
To: [Melinda Marks](#)
Subject: River parkway trust
Date: Saturday, April 15, 2017 10:59:14 PM

Hi! I just wanted to cast a vote for public access for the three new areas on the river. It will be a beautiful legacy for future generations.

Thank you
Denise Gravano

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Letter I-168 Response	Denise Gravano April 15, 2017
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I-168A The comment expresses support for the three new public access points on the River.

See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

LETTER I-169:
Sheila Hakimipour, April 15, 2017

I-169

From: [Sheila](#)
To: [Melinda Marks](#)
Subject: Eaton Trail Extension Project
Date: Saturday, April 15, 2017 11:48:09 AM

Good Morning Melinda, My name is Sheila Hakimipour. My husband Mehdi and myself are building our new home on 326 W River Ct. It is currently under construction. We currently reside at 2301 E Quincy Ave, Fresno, we expect moving to our new home in a few months. We are very interested in Eaton Trail project, and would like to forward you a few comments regarding Eaton Trail Extension Project. Apologies in advance for the long email.

I have been following the project since 2014. Back then when we were looking around to purchase an empty lot, knowing about future Eaton Trail was a fundamental reason for us to decide to move forward with purchasing the lot on 326 W. River Ct. The idea of having the opportunity to be able to walk to such incredible natural environment was very appealing. We are very supportive of the project, and we like to see it implemented as soon as possible. As it is now unfortunately it feels like no man's land. Numerous warning signs and cut chainlike fences are very uninviting for common law abiding citizens to feel safe and right to go to the river bottom. We understand this natural jewel is for all Fresno to access and can be a very unique amenity for everybody specially Fresno youth. The fact that most of Fresno children including ours don't even know such river access exist is a shame.

However, I totally share the concern that the Bluff neighborhood residents are having with vehicular access and parking through W Riverview Dr. That neighborhood will not have the capacity to accommodate a commercial access there. The intersection on Delmar and Audubon is already a dangerous spot that residents have to deal with on regular basis, and will get only worse with additional traffic going in and out of the neighborhood. Being a planner and active team member on Fresno PMP project, I had the opportunity to review proposed alternatives carefully, and hear all sides' concerns. My intake is that the consultant may have not tried all the possibilities that can lower the opposition on all sides. Equally concerning I don't see enough partnership between different agencies. City of Fresno have not been engaged enough with this project. I personally along all other consultant team members on PMP have tried many times to bring this project to the table, and it seems although the City sees value to include this project as part of Fresno park system, they don't want to move too far along and take any ownership or active partnership. I also see from your agency's side that even though you and Sharron Weaver participate in PMP stakeholder meetings, there was not enough encouragement or push to start a dialogue specifically for this project (this is just my analysis of the PMP related meetings that I have been part of, and I'm not aware of all other related meetings or activities your agencies may had with the City of Fresno on this project). And now, I hear all the issues that preferred alternative by the Bluff residents (5b), which was strongly promoted will face if approved. It seems that alternative will have to deal with clean up

of the contaminated sites that no agency has the interest or budget to deal with.

Unfortunately, I can't find any alternative that I could strongly support. Any alternative that would allow vehicular access from Parkway Dr. will have huge impact on bluff community, will face a long court battle, and will delay project. Alternative 5a seems to be the one who will trigger that because of the easement on Palm/Nees access, which requires the Riverview dr. opening to the traffic too. Alternative 5b (Bluff residents' preferred alt) will cause dealing with contaminated sites', and with lack of partnership among leaders, it seems no one will take ownership of that project, and it will become another shelved document. No trail in near future with this one too!

In my opinion the less opposed (more favored) alternative could have been a different version of Alternative 5b that would NOT have the parking on the 11 acre contaminated site at the bottom. The parking could be shifted slightly north where the land is not a landfill. I would love to know why consultant didn't look at possibilities for that, or why they could not just simply extend their work to examine it. That would reduce the remediation of contaminated sites significantly, and the project only needed to deal with remediation of building the road on contaminated site.

Melinda, I would highly encourage you to continue your great work, and your strong leadership skills, and bring the City, and other agencies onboard. City of Fresno needs to be more involved with this project. Fresno is ranked very low on TPL park ranking. River Parkway project will boost City's ranking, will connect this natural jewel to the overall park system, and will provide access for all. I believe PMP project has created the momentum, and with a little extra work there will be strong community support from everywhere in Fresno to support the funding for this project. As you may know I'm the local outreach for PMP, so I know many organizations that will see value that River Parkway will have for the entire community. Let me know if I can help with outreach to broader Fresno for this project.

Please note that all my comments are on behalf of my personal interest with this project, and does not represent my role on Fresno PMP project.

Regards,

Sheila Hakimipour



Letter I-169	Sheila Hakimipour April 15, 2017
Response	

I-169A *The comment expresses support for the project, would like to see it implemented soon, and says that the existing warning signs and cut chain-link fences are uninviting for law-abiding citizens to feel safe about going to the River bottom.*

The project as well as alternatives would improve law enforcement and emergency first responders to the River bottom compared to current conditions. This comment does not identify any specific issues related to the adequacy of the analysis provided in the DEIR; no further response is required.

I-169B *The comment expresses concern about the Bluff neighborhood residents with vehicular access and parking through West Riverview Drive because the intersection of Del Mar Avenue and Audubon Drive is already dangerous and would get worse and the neighborhood will not have the capacity to accommodate a commercial access there.*

The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

I-169C *The comment says that the City of Fresno has not been engaged enough in the project, and expresses concerns about Alternative 5B because it would require dealing with site cleanup and*

there is not an agency or budget to deal with it, and lack of strong support for any of the alternatives.

The Conservancy worked closely with the City of Fresno in the design and environmental review of the project. The City of Fresno is part of the Conservancy Board and the City has provided the Conservancy with a feasibility study to assist in consideration of Alternative 5B. See Appendix I to this Final EIR for a copy of that report.

The proposed project does not include vehicular access via Palm and Nees avenues. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

I-169D The comment suggests and option to Alternative 5B that would not have the parking lot on the contaminated site at the bottom, but rather shifting it north where there isn't a landfill to limit the amount of remediation to just the road on the contaminated site.

See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

I-169E The comment expresses support for the project and offers assistance with broader Fresno outreach for the project.

This comment does not identify any specific issues related to the adequacy of the analysis provided in the DEIR; no further response is required.

LETTER I-170:
Heady S, April 15, 2017

I-170

Janah Wright

From: heady s <headymj23@hotmail.com>
Sent: Wednesday, April 12, 2017 9:43 AM
To: Melinda Marks
Cc: kwalter@wheelhousestrategies.com
Subject: Bluff resident

To whom it may concern,

I am a bluff resident and have been for many many years. Very rarely do you see a house go up for sale in our area, reasoning being the great families and the bond that all of us neighbors share. We are all a private residence we would like to keep it that way, there is no reason the city should come and ruin it by accessing parking and additional stop lights and what have you to ruin what this street has build. I am in support of alternate 3 but am 100% against alternate 1! We cannot not and absolutely do not want any more pollution from cars in our area provide somewhere that has easy access to the trail Palm and nees being the proper commercial location. Thank you

A

Sent from my iPhone

Letter I-170 Response	Heady S April 15, 2017
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I-170A The comment expresses support for Alternative 3 and opposition to Alternative 1 because of impacts to the neighborhood and less pollution from cars by providing easy access to the trail at Palm and Nees avenues.

The commenter's preference for Alternative 3 and opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

Alternative 5, Palm and Nees Access, would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

LETTER I-171:
Beverly Hogue, April 15, 2017

I-171

From: [Beverly Hogue](#)
To: [Melinda Marks](#)
Subject: Dear San Joaquin Conservancy
Date: Saturday, April 15, 2017 8:36:25 PM

I Beverly A. Hogue, agree with the statements of Mr. Patrick Smith and Mr. Richard Walters in the input to the plans of the San Joaquin Parkway. We support the development of this very valuable community resource through plan 3 or plan 5B as they are consistent with the city master plan, have infrastructure, and provide businesses with a larger customer base. I live at 309 W. Bluff Ave, and agree that Plan 3 would be the best decision for the neighborhood. Thank you. Phone [559] 4396733 or [559] 970- 6850.

A

Letter I-171 Response	Beverly Hogue April 15, 2017
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I-171A *The comment expresses support for Alternative 3 or Alternative 5B, with Alternative 3 being best, because they are consistent with the City of Fresno's 2035 General Plan have infrastructure, and would provide businesses with a larger customer base.*

The commenter's preference for Alternatives 3 and 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

LETTER I-172:
Jon and Amie Holmes, April 15, 2017

I-172

From: Jon
To: Melinda Marks
Subject: San Joaquin River Project comments
Date: Saturday, April 15, 2017 1:55:24 PM

Melinda-

I thought that it was important to comment on the San Joaquin River trail project as I understand it since I live in the Bluffs area. I think the trails are a fantastic idea. It makes absolute sense to put the trail entry at Palm and Nees near shopping (good for businesses) and parking (of which there is already an abundance). It makes no sense to put this in a quiet neighborhood with limited access. This should be an easy decision for any rational person - just think of what would make sense if you lived or owned a business here. Everyone is a winner if this project is done at Palm & Nees. We need more sensible projects like this. The trails will be an excellent resource for all. Thanks for considering a common sense plan.

Jon & Amie Holmes

Sent from my iPhone

A

Letter I-172 Response	Jon and Amie Holmes April 15, 2017
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I-172A The comment expresses support for trail entry at Palm and Nees avenues near shopping and parking for the good of businesses and because there is an abundance of parking.

The commenter's preference for trail entry at Palm and Nees avenues is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. Alternative 5, Palm and Nees Access, would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

LETTER I-173:
Pat Howe, April 17, 2017

I-173

April 12, 2017

RECEIVED

APR 17 2017

Melinda Marks
Executive Officer of San Joaquin River Conservancy
5469 E. Olive Fresno, CA 93727

Dear Melinda Marks,

I have a real life passion for the San Joaquin River Parkway. My tenure on the board of the Goodwill Network provided me to create the proposal for the donation; and Dave filled me in on all the new, wonderful things happening. The proposal was approved. The donation put forth by a fellow board member, Joan Eaton (familiar to many), was very pleased. I sat in on the 4 ½ hour counsel meeting in 2014, opposing Dave's group. He realized I had worked hard to make sure everyone has access to the parkway. The City of Fresno's "General Plan" was adopted in 2014 with vehicular access to the river at Palm/Nees, not at River View. As an active Rotarian and President of the River Park Club, I work with groups, such as Boys & Girls club, schools and members, whereby I speak constantly informing and updating them with news and changes. Now, when I talk to these multitudes of people about the latest development, I encourage them to write you letters – because they are furious about what could become a horror story. Alternative 1. I have provided information to people who may not write you. The idea of a boat ramp, etc. is pleasing for those that want vehicular access to the river, but not at the location of River View. They ask "why" Riverview? This is a place where people walk with others or alone, hike and enjoy the nature like environment.

A

In a majority consensus many people describe River View -

"as I drive up on the peaceful street – just viewing the scenery behind the gate – as I approach – I start to relax and the area creates a haven without traffic and congestion and my stress level starts to slow down."

B

The peacefulness is important to the zillion people I have spoken to regarding this venture. One said, "the area conveys almost an historic cultural feeling. I believe there is a wide range of responsibility in the bluffs great land use planning that should not be destroyed!

People then ask "why would anyone ruin a beautiful neighborhood?" As we talk about the despicable impact of noise, traffic, parking, dust and pollution, they bring up "how can this happen to our quiet neighborhood." I advised them about the "Roundabout" (which takes out parts of 5 residences at Audubon & DelMar), or a signal light. At this point the people look at me in disbelief. I don't even have a chance to discuss pedestrian crosswalks, bike lanes or driveways, when the fury really sets in. Then I was almost yelled at with "that's like putting

C

commercial endeavor in a beautiful neighborhood, that's insane". Audubon is a "scenic corridor" another said, "isn't that against our laws and community plan"? This decision would ruin the economic property value in the area. Another person stated, "The general plan for 2035 was voted on and approved by the hard working sensible people that live in Fresno from the mayor of the city, our councilmen and supervisors! I agree.

C

However, I had to add a "safety factor". As a victim that has difficulty in a car, getting from Brier Circle to Del Mar, It takes a bit of time to get there. As the vehicles come down Del Mar heading for Audubon, which is on a "curve", you have to edge out slowly, as some traffic comes very fast. Then on my left there are the cars whizzing around quickly from Audubon to Del Mar. Brier Circle isn't far and the traffic "near misses" are constant; and one day it did happen when an accident occurred. Increase traffic would be frightening.

D

Needless to say, in conjunction with so many people that I incurred such discussions with on the topic, I oppose Alternative 1.

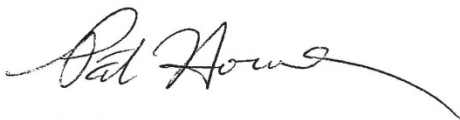
I do favor Alternatives 3 and 5B.

The area of Palm and Nees is a perfect site. Most friends feel the location of the small shopping center is a plus for food access, etc. There is an established traffic signal system, the city's transit system would be compatible and Palm Avenue provides for good traffic flow. In addition, the center could provide additional parking for access to the site. I agree this would be the perfect location.

E

Furthermore, the ambience of the sunset viewing in the west roundabout is a magnificent scene and this location provides for one of the best spots in all of Fresno to enjoy. Pictures, when shown look like some taken in Hawaii, believe it or not. Those that remain after boating will be twice blessed!

Sincerely yours,



Pat Howe

Letter	Pat Howe
I-173	April 15, 2017
Response	

I-173A *The comment expresses opposition to Alternative 1 stating the City of Fresno 2035 General Plan includes vehicular access to the River at Palm and Nees avenues, not at West Riverview Drive.*

The commenter's opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

I-173B *The comment expresses opposition to access at West Riverview Drive because it would impact the area's historic cultural feeling of a peaceful environment and that the land use planning for the bluffs should not be destroyed.*

See response to Comment I-173A about Alternative 1, which includes an access point at West Riverview Drive. Implementation of the project would occur under management and operational procedures identified by the Conservancy which are intended to preserve the setting and promote enjoyment for all trail users.

I-173C The comment expresses concern about neighborhood noise, traffic, parking, dust and pollution impacts; removal of homes for a roundabout; ruining area property values; and, states Audubon is a scenic corridor, questioning if it is against and community plan.

See Section 3.13 in Volume I of this FEIR regarding the noise impacts analysis for the proposed project. The analysis concluded that operation of the project for recreational use would not expose visitors or receptors to noise levels in excess of standards. Noise would be generated by people, horses, and vehicles entering the site and by occasional vehicles and equipment for operations, maintenance, and management. The resulting noise levels would not exceed standards adopted by the City for adjacent uses. The operational impact would be less than significant. Construction activities under the project or alternatives would cause a short-term temporary increase in ambient noise levels and the noise levels could exceed ambient noise standards established by the City of Fresno for residential areas. However, implementation of Mitigation Measure Noise-1 would reduce the impact to less than significant.

Please see response to Comment I-173A about the Alternative 1 transportation analysis. See DEIR Section 3.4 in Volume I of this FEIR for information on the air quality analysis. The analysis concluded that construction and operation of the project would not result in pollutant levels that would exceed the criteria pollutant thresholds established by San Joaquin Valley Air Pollution Control District (SJVAPCD). The project would comply with all relevant SJVAPCD rules for the criteria pollutant emissions associated with project operations. Additionally, the project's construction-related and operational emissions would not result in a cumulatively considerable net increase for any criteria pollutant for which SJVAPCD is in nonattainment under the applicable national or California ambient air quality standards. Alternative 1 would generate only slightly more construction-related and operational emissions of GHGs than the project, related to construction of the project elements and an additional parking lot near West Riverview Drive. See DEIR Section 5.10 in Volume I of this FEIR.

Under Section 15131 of the State CEQA Guidelines, economic and social impacts are not considered as significant environmental effects.

I-173D The comment expresses opposition to Alternative 1 and concerns about safety related to getting from Brier to Del Mar, then to Audubon because of accidents and some traffic comes very fast with constant accident near misses.

See response to Comment I-173A.

I-173E The comment expresses support for Alternatives 3 and 5B because the Palm and Nees avenues location has a shopping center that can provide parking and food access, established traffic

signal system, public transit, Palm Avenue has good traffic flow, and location has good sunset viewing.

Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. See Section 5.11, “Alternative 5B: North Palm Avenue Access,” in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno’s Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

LETTER I-174:
Karen Humphrey, April 15, 2017

I-174

Janah Wright

From: Kenneth Clarke <kenandkaren@prodigy.net>
Sent: Saturday, April 15, 2017 8:39 AM
To: Melinda Marks
Cc: River Parkway Trust
Subject: [MSOFFICE QUARANTINE] Comments - River West Fresno DEIR
Attachments: River Parkway letter 4-15-17.docx

Dear Ms. Marks:

Please see attached letter providing comments on the River West Fresno DEIR. I hope they are submitted in time to be considered in the deliberations on the document.

Please don't hesitate to contact me if you have questions.

Thank you,
Karen Humphrey

Ken Clarke & Karen Humphrey
1818 K Street, Level 1
Sacramento, CA 95811-4150
916-498-0527 (h)
916-730-3419 (c)
karenhumphrey@prodigy.net
kenandkaren@prodigy.net

April 15, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. Although my comments relate to access to the project site, my interest in the River Parkway is more comprehensive. The current project is but one piece of a long-term vision that assures preservation of one of the most important natural resources in the San Joaquin Valley. As such, decisions on it should balance equitable access and protection. The recommendation I make does that.

As a member of the Fresno City Council and then Mayor in the 1980s and early 90s, I was one of the first public officials in the region who strongly supported the formation of the San Joaquin River Parkway and Conservation Trust, and then of the San Joaquin River Conservancy. I have always considered the river and river bottom a precious jewel. I have a long-time interest in doing everything possible to preserve the parkway and to make it accessible to the people of the region that surrounds it.

I urge the Conservancy Board of Directors to approve the project site **with all three potential access points included:**

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

One way to make the parkway a long-term asset to the region is to expand the population which can enjoy it and support its preservation. Multiple access points to this project are in keeping with the principle that people throughout the Fresno-Madera Metropolitan Region should have equitable access, in general and specific to this project site.

Thank you for your consideration of these comments. If you have questions, I am happy to be contacted by phone at 916-498-0527 or 916-730-3419 or by email at karenhumphrey@prodigy.net.

Sincerely,

Karen Humphrey
Fresno City Council, 1981-89
Mayor, 1989-93

A

Letter I-174 Response	Karen Humphrey April 15, 2017
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I-174A *The comment expresses support for approval of all three potential access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—for equitable access to people throughout the Fresno-Madera metropolitan region.*

The commenter's preference for approval of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-175:
Betty Johnson, April 15, 2017

I-175

From: Betty Johnson

To: Melinda Marks

Date: April 15, 2017

Would really appreciate alternative 3 with access at palm and need, our neighborhood is dangerous already with getting onto audobon and the closeness turning into Del Mar with what is already happening with people parking and staying all hours of the n...

A

Letter	Betty Johnson
I-175	April 15, 2017
Response	

I-175A The comment expresses support for Alternative 3 with access at Palm and Nees avenues because the Audubon Drive/Del Mar Avenue intersection is already dangerous and with people parking and staying late hours.

The commenter's preference for Alternative 3 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River.

The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

LETTER I-176:
Shirley Kovacs, April 15, 2017

I-176

Janah Wright

From: Shirley Kovacs <shirleyk@mail.fresnostate.edu>
Sent: Saturday, April 15, 2017 1:32 PM
To: Melinda Marks
Subject: [MSOFFICE QUARANTINE] Comments on the River West Fresno DEIR
Attachments: River West Fresno DEIR Comments.docx

Dear Ms. Marks,

Please see attached letter for comments on the River West DEIR.

Sincerely,
Shirley Kovacs

April 15, 2016

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E. Olive Ave.
Fresno, CA 93727

Dear Ms. Marks,

I am writing to provide comments on the River West Fresno--Draft Environmental Impact Report (DEIR). My focus is on the access points to be provided to the project site that are identified in the DEIR.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points, i.e.:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41.
2. Riverview Drive Access evaluated as Alternative 1.
3. Palm/Nees Access evaluated as Alternative 5.

A

Multiple access points, as presented in the DEIR, will not only provide enjoyment for larger groups of people in the region, but also reduce wear-and-tear on these portals by distributing their use across multiple points and thus with lesser damage than if limited to one access area.

The Fresno-Madera region is continuously maligned for its lack of providing green space for the enjoyment and nature education of its every-growing population. Multiple access points to the River West Fresno project are key to continuing development of the San Joaquin River resource as a recreational and educational benefit for this population.

Thank you for considering these comments.

Sincerely,

Shirley Kovacs
506 W. Palo Alto Ave.
Fresno, CA 93704

Letter I-176 Response	Shirley Kovacs April 15, 2017
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I-176A *The comment expresses support for approval of all three potential access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—because it would provide enjoyment for larger group of people, less damaging by distributing access across multiple points, and key to developing the recreational and educational resource.*

The commenter's preference for approval of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-177:
Sam Lane, April 15, 2017

I

I-177

Melinda Marks

From: Sam Lane <sc4bree@yahoo.com>
Sent: Saturday, April 15, 2017 6:00 PM
To: Melinda Marks
Cc: julie.vance@wildlife.ca.gov; john.donnely@wildlife.ca.gov
Subject: [MSOFFICE QUARANTINE] Sam Lane's revised comments on plan for the Lewis S. Eaton Trail Extension
Attachments: Parkway comment 4 13 2017.docx
Follow Up Flag: Follow up
Flag Status: Completed

San Joaquin River Conservancy,
5469 E. Olive, Fresno CA 93727

ATTN: Melinda Marks, Executive Officer

RE: Lewis S. Eaton Trail Extension

Please find attached Sam Lane's revised comments on the plan for the Lewis S. Eaton Trail Extension.

April 13, 2017

San Joaquin River Conservancy,
5469 E. Olive, Fresno CA 93727

ATTN: Melinda Marks, Executive Officer

RE: Lewis S. Eaton Trail Extension (LETE)

As a bluff property owner, I am pleased to say that I am part of the consensus of support for development of the San Joaquin River Parkway for public use, but I am also a proponent of the view that this project should not do damage to the quality of life of any of those impacted by it. I strongly support Alternative 3, along with Alternative 5b, where the primary Parkway access and parking is at the Spano Park at Palm&Ness. I strongly oppose Alternative 1, which will have a detrimental impact on surrounding neighborhoods and likely result in litigation that could delay the Parkway development indefinitely.

A

Alternative 1 is an unsatisfactory plan that allows automobile access to the Parkway through the very busy intersection of Audubon and Delmar and through the middle of the densely populated residential Bluff neighborhood using Riverview Dr as entrance to the LETE. The destination of this ill-conceived access plan is a parking-lot in the river bottom. Adding traffic to this neighborhood with more than 350 residents and 600+ vehicles in and out of the Audubon/Delmar corridor is ill-advised, because this bottleneck is already delay-ridden and over-burdened with traffic as the primary vehicular access for our neighborhood's entrance and exit.

B

The Smith Engineering and Management Firm reviewed the DEIR used to justify Riverview Dr as their primary access to the LETE and they concluded: "The entire traffic analysis is fatally flawed and the DEIR's conclusions with regard to traffic impacts are unsupported by substantial evidence.....Because current traffic demand is of course higher than in 2008 (today 17,000 ADT), the Project's impacts on these intersections will be felt even more acutely.....Standard traffic engineering practice would also have dictated performing an intersection analysis at the Del Mar/Audubon entrance (The DEIR analyzed roadway segments only)This omission.....is contrary to standard traffic engineering practices".

The engineering review also demonstrated that DEIR's proposed roundabout as mitigation for the severe traffic problems Alternative 1 would create is "infeasible under the CEQA". There is not enough right-of-way for the size of roundabout that would be required and the driveways and backyards of adjacent property owners would have to be taken away. Also bicycle lanes would be lost, creating safety issues. Roundabouts are extremely hazardous for cyclist and pedestrians to use, particularly the handicapped, and would likely result in loss of life. A roundabout at the Audubon/Delmar intersection makes no sense and would be a much costlier project than an entrance at Palm/Nees.

C

A signal light at the Audubon/Delmar intersection would be a disaster. Audubon would have to be extended 450ft southwest of Delmar with a raised median, changes that would back traffic up in both directions, restrict in and out access to residents along Audubon and residents using the Delmar exit and ruin the scenic esthetics of this corridor with freeway-like signage.

The DEIR also errors in choosing the Memorial Day holiday as a "worst case scenario". Easter is a better example. With Woodward Park filled to capacity every Easter, the overflow parking is already an existing automobile and foot traffic public nuisance that occurs every year west of Woodward Park, with hundreds of cars parking on both sides of Audubon, parking in neighborhoods north and south of

D

Audubon, in particular, parking up and down both sides of Delmar with some folks picnicking in areas right in our neighborhood. This Woodward Park overflow problem, I would conjecture, is a pre-view of what we could expect every weekend if automobile access to the LETE were at Riverview Dr.

D

Allowing public parking and automobile access to the river through the Bluff neighborhood via Riverview Dr. also violates the amendment to the 2035 General Plan (GPU) adopted by the City of Fresno that mandates that only pedestrian and bicycle traffic be allowed to access the river through Riverview Dr. The General Plan allows for vehicular access and parking at Palm/Nees, but not via Riverview. Just as questionable, logistically the access through Riverview Drive poses the longest distance to the river and the Eaton trail for canoe'rs, horseback riders, cyclists and etc.

E

The best logistics for access are in Alternative 5b, where Palm/Nees is the closest access to the river and the easiest access for seniors and the handicapped. In addition, there are already existing heavy traffic thoroughfares and traffic signals in this commercial district that support Palm/Nees as one of the best access points. The other entrances for this alternative, the 41 Bridge and Woodward Park, give better access to the river as well, with traffic that doesn't encroach on a residential neighborhood.

F

As bluff neighborhood property owners, I submit that we are the primary stake holders because we have our livelihoods invested in these properties and are at risk to suffer the greatest loss and damages from the environmental and social impact of any Alternative the Conservancy adopts.

We support the safe and responsible development of the River West project and the 2010 San Joaquin River and Bluff Protection Ordinance. We support a plan that does not increase: auto and foot traffic, parking problems, noise, fire hazards, threats to public safety, crime, loss of privacy and the degrading of the view in which bluff property owners have paid a premium to enjoy; a plan that doesn't cause deteriorating conditions which could cause a decline in our property values (bluff view property typically is valued at 3 times the value of properties across the street). Alternative 1 is clearly in legal conflict with the City of Fresno's 2035 GPU and could entangle the Parkway development in the courts for years.

G

Remedy:

The Alternative 1 proposal for automobile access and parking through Riverview Dr. should not be adopted. Any use of Riverview Dr. for public access, is unacceptable because of the traffic problems, parking problems, public safety and other unpredictable issues it could create. The resulting quagmire of traffic congestion and foot traffic into surrounding neighborhoods would constitute a public nuisance and disturb a neighborhood that has been traditionally peaceful and quiet.

Alternative 3 is preferred by the Bluff neighborhood residents, along with 5b, where public access and parking is at the south end of the LETE near Spano Park at Palm/Nees. These is alternatives are endorsed by the County Board of Supervisors, the City Manager and many other City of Fresno officials and, as well, by Fresno Bee writer Mark Warszawski who concludes after his own investigation that:

H

"Spano has indicated, to me and others, that he's a willing seller (Spano has since offered to donate 11.6 acres that would accommodate 100 vehicles). I've also spoken to Cliff Tutelian, who also owns the upper road section, and am confident he could be persuaded if the land is developed in such a way that it adds value to his neighboring properties..... we'd end up with a project that better serves the people of Fresno".

Read more here: <http://www.fresnobee.com/sports/outdoors/article19521936.html>

I find it disappointing that the River West LETE project still has the Alternative 1 plan for access and parking on the table. It shows that the treatment of the Bluff resident's comments regarding access and parking has been perfunctory at best. If indeed one of the primary objectives of the Parkway trust is to open the San Joaquin River Parkway for the "enjoyment" of the public, may I remind you that the property owners in the Bluff neighborhoods are part of the public as well and stand to suffer the greatest impact from how this project is designed and implemented. The bluff property owners, along with the wild life habitats and the natural topography of the San Joaquin River bottom, must be given the highest priority when considering the environmental impact of any design for the river parkway.

Yours truly,

Sam Lane
284 W. Bluff Ave. Fresno, CA 93711; Phone: 559 977-1543; Email: sc4bree@yahoo.com

H

Letter	Sam Lane
I-177	April 15, 2017
Response	

I-177A *The comment expresses support for Alternatives 3 and 5B, with primary access and parking at Spano Park, and opposition to Alternative 1 because it would be detrimental to neighborhoods and result in litigation.*

The commenter's preference for Alternatives 3 and 5B and opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. The analysis found that Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue, as it is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection.

I-177B *The comment states an objection to Alternative 1 because the intersection of Audubon Drive and Del Mar Avenue is busy and the neighborhood is densely populated, with existing traffic delays and burdens. The comment also states the traffic study is flawed.*

The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The EIR analysis studied multiple alternatives, including Alternative 1 that places vehicular access at the West Riverview Drive location. See the Alternative 1 transportation analysis in Volume I, Section 5.6 of this FEIR. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area on the City constructing and operating the traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these

improvements will be implemented because they are controlled by another agency, this impact would be significant and unavoidable.

See Section 3.17 in Volume III of this FEIR. A traffic analysis was prepared for the project in accordance with the City of Fresno Traffic Impact Study Report Guidelines for use in CEQA project review (Appendix H in Volume III of this FEIR). This study was supplemented as part of the Partially Revised DEIR to include an evaluation of intersections and to reflect the latest counts provided by the City of Fresno.

I-177C The comment says there is not enough right-of-way for a roundabout and bicycle lanes would be lost, creating safety hazards, and would be more costly than an entrance at Palm and Nees avenues, and that a signal would ruin aesthetics and cause the extension of Audubon Drive, resulting in a traffic backup and restricted access for residents on Audubon Drive.

The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

I-177D The comment states that the EIR is in error by choosing Memorial Day as a worst-case scenario and that Easter is a better example in terms of parking overflowing into neighborhoods north and south of Audubon Drive.

See response to Comment RL-1-3 (City of Fresno letter RL-1). A supplemental analysis was conducted using pedestrian and bicycle counts collected during July 31, 2017, and provided to the Conservancy by the City. Under worst-case conditions, the use of the counts did not

materially alter the conclusions of the supplemental traffic report and the analysis contained in the EIR remains valid.

I-177E The comment states that access via West Riverview Drive violates the City's 2035 General Plan and that West Riverview Drive poses the longest distance to the River and the Eaton Trail.

See Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-177F The comment expresses support for Alternative 5B, as well as an entrance at the SR 41 bridge and Woodward Park, as it would be the closest to the River and easiest for seniors and the handicapped, and the commercial area has heavy traffic thoroughfares and traffic signals.

See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. Alternative 5B includes an additional public vehicle entrance, and public access to the trail extension through Spano Park, at the terminus of Palm Avenue north of its intersection with Nees Avenue, and parking for 40 vehicles on the floodplain. However, the analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

I-177G The comment is about environmental and social impacts on and around the bluff neighborhood under Alternative 1, including traffic and parking, noise, fire hazards, public safety, crime, loss of privacy, view degradation, and property values, and expresses support for the 2010 San Joaquin River and Bluff Protection Overlay.

Under Section 15131 of the State CEQA Guidelines, economic and social impacts are not considered as significant environmental effects. See response to Comment I-103B regarding the transportation analysis for Alternative 1.

See Section 3.13 in Volume I of this FEIR for the noise analysis of the proposed project. The analysis concluded that operation of the project for recreational use would not expose visitors or receptors to noise levels in excess of standards. Noise would be generated by people, horses, and vehicles entering the site and by occasional vehicles and equipment for operations, maintenance, and management. The resulting noise levels would not exceed standards adopted by the City for adjacent uses. The operational impact would be less than significant. Construction activities under the project or alternatives would cause a short-term temporary increase in

ambient noise levels and the noise levels could exceed ambient noise standards established by the City of Fresno for residential areas. However, implementation of Mitigation Measure Noise-1 would reduce the impact to less than significant. (See Table 5.12-1 in Volume I of this FEIR.)

See Section 5.6 in Volume I of this FEIR for the public services analysis for Alternative 1. Like the proposed project, the alternatives would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur. The project as well as alternatives would improve response by law enforcement and emergency first responders to the River bottom compared to current conditions.

See the hazards and hazardous materials analysis in Section 3.9 in Volume I of this FEIR. Implementation of Mitigation Measures Hazards and Hazardous Materials–1 through Hazards and Hazardous Materials–6 would reduce the potential wildland fire impact to less than significant because the Conservancy would provide appropriate emergency access and signage; would prohibit open burning and the use of barbeque grills; would perform annual and periodic fire prevention activities; would require all construction and maintenance equipment to be properly equipped with spark arrestors; and would prepare and implement a fire prevention plan for construction activities.

Because Alternative 1 would entail construction of additional facilities, including the parking area accessible from West Riverview Drive, the potential for wildland fire hazards from sparks emitted by construction equipment would be slightly greater than the project's wildland fire hazard, and the impact would be potentially significant. The hazards and hazardous materials BMPs identified in Section 2.5.2 in Volume I of this FEIR would be implemented as part of Alternative 1, in addition to implementing Mitigation Measures Hazards and Hazardous Materials–1 through Hazards and Hazardous Materials–6, reducing the impact to less than significant. Alternative 1 would provide appropriate emergency-vehicle access (fire, police, and ambulance) via the West Riverview Drive and also provide additional emergency egress for members of the public using the trail. The project and alternatives would improve access to the River bottom for emergency first responders.

Under Alternative 1, after construction, the second parking lot and recreation amenities, traffic, and people using the trail would be visible during the day. Cars parked in the added parking lot and the Perrin Avenue parking lot would be visible to homeowners on the bluffs, the public at Spano Park, visitors along the Bluff Trail, and traffic traveling along SR 41. All of these changes would alter the visual character of the project area. The presence of the trail extension, parking lot, and recreational amenities would alter the natural aesthetic features of the River as seen from the surrounding area. The long-term presence and use of the trail extension could affect sensitive

viewer groups and could be considered a conflict with the unique and scenic resource that is the River. The impact would be potentially significant. However, implementation of Mitigation Measure Aesthetics and Visual Resources—1 would reduce the impact on scenic vistas to less than significant.

The project site is within the area regulated by the ordinance. The ordinance prohibits open fires, access to the River during the nighttime, and provides other protections for public health and safety. This local ordinance applies to the project site and is fully enforceable by police, State game wardens and other public safety officers. The proposed operations of the project described in the EIR conform to the ordinance (e.g., the project does not involve camping or other nighttime uses, fireworks will be prohibited, barbeque and campfire pits are not proposed, and hours of operation will be within the hours allowed by the ordinance).

I-177H *The comment expresses support for Alternatives 3 and 5B.*

The comment reiterates opposition to Alternative 1 because of impacts on the bluff neighborhoods and wildlife habitats and states that the natural topography of the River bottom should be given the highest priority.

See response to Comment I-103A about Alternative 3 and 5B.

See response to Comment I-103G. See Section 3.5 in Volume I of this FEIR for the biological resources analysis for the proposed project, which concluded that impacts would be less than significant with mitigation and application of BMPs. As described in Section 3.5, the dominant habitat community is disturbed annual grassland. The multiuse trail alignment and parking lot would be located in this habitat. The riparian habitat along the River would be avoided.

See Section 5.6 in Volume I of this FEIR. Alternative 1 would result in slightly more ground disturbance, noise generation, and vegetation removal than the project because of the additional parking lot. Impacts on candidate, sensitive, or special-status species or their habitats would be potentially significant. Species using habitat associated with the H and E ponds would be temporarily displaced by noise and visitor activity from the additional parking lot. The impact would be potentially significant. The biological resources BMPs identified in FEIR Section 2.5.2, “Best Management Practices,” would be implemented as part of Alternative 1. Implementation of Mitigation Measures Biological Resources—1 through Biological Resources—8 would reduce the impact to less than significant.

LETTER I-178:
Dr. Oz. M. Lone Ph.D.

I-178

From: [Oz Lone](#)
To: [Melinda Marks](#)
Cc: [Oz Lone](#)
Subject: River West Fresno Eaton Trail Extension DEIR
Date: Saturday, April 15, 2017 12:11:56 PM

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera

County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

This extension will be an excellent addition to recreational facilities available to the residents of these areas. Such facilities are making this area desirable place to live as highlighted in recent articles in National Newspapers like New York Times.

Thank you for your consideration of these comments.

Sincerely,

Dr. Oz. M. Lone PhD
1449 W Barstow Ave
Fresno, CA 93711

A

Letter I-178 Response	Dr. Oz. M. Lone Ph.D. April 15, 2017
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I-178A *The comment expresses support for all three potential access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—for equitable access to people throughout the Fresno-Madera metropolitan region.*

The commenter's preference for approval of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-179:
Harry Massucco, April 15, 2017

I-179

From: [Harry A Massucco](#)
To: [Melinda Marks](#)
Subject: River West, Eaton Trail Extension Project
Date: Saturday, April 15, 2017 6:46:19 AM

Melinda Marks
Executive Officer
San Joaquin River Conservancy
5469 E. Olive Avenue
Fresno, CA 93727

Dear Ms. Marks,

My name is Harry Massucco. My wife Janene and I reside at 336 West Eagle Ct., Fresno CA 93711. We are outdoor sports enthusiasts and sincerely enjoy our proximity to the San Joaquin River. We are both excited about and support continuing development and access to the river for all via the efforts of the SJRC. However, regardless of which access option is chosen by the SJRC, a blinding flash of the obvious to us is that the River Trail should be located as close to the river bank as safely possible for maximum appreciation and enjoyment of such a treasured amenity. Anything less seems to defy common sense.

In our opinion and all whom we have spoken with, it is strongly felt that access option 5b is the most feasible, safe and convenient option. 5b is also the City of Fresno's preferred option. There is great concern that the SJRC is biased toward access option 1. I personally, as a former law enforcement officer, am concerned that the Conservancy would knowingly expose itself and the City to the increased fire and traffic liabilities, potential litigations and inevitable delays associated with access option 1.

Janene and I are grateful for your review of our thoughts and opinions. We do appreciate your efforts in the enhancement of this great asset and hope that continuity of purpose can be found for the benefit of all.

Respectfully,
Harry Massucco,
massucco@employmentexpert.com
559-439-8966

Letter I-179 Response	Harry Massucco April 15, 2017
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I-179A *The comment expresses support for trail being located as close to the River bank as safely possible to maximum appreciation and enjoyment.*

The commenter's preference for a trail close to the River bank (Alternative 3) is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. In Alternative 3, the trail extension would be aligned closer to the River's edge (around the O Pond) in the more southerly (downstream) portion of the site, and would remain as proposed by the project in the northerly (upstream) portion of the site. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan.

I-179B *The comment expresses support for Alternative 5B because it is most feasible, safe, and convenient option, the City of Fresno's preferred option, and potential for increased liabilities because of fire and traffic concerns with Alternative 1.*

The commenter's preference for Alternatives 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, see Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be

implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

The analysis concluded that like the proposed project, the alternatives, including Alternative 1, would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur. The proposed project, as well as the alternatives, would improve response by law enforcement and emergency first responders to the River bottom compared to current conditions.

LETTER I-180:
Sandra McCormick, April 15, 2017

I-180

From: [Sandra McCormick](#)
To: [Melinda Marks](#)
Subject: River West Fresno DEIR
Date: Saturday, April 15, 2017 6:32:26 PM

Please approve the DEIR with all three access points.

As a California Naturalist I have hiked River West. Among other values, its proximity to the city makes it vital for local residents who live in an area notorious for its lack of park space.

Fresno is, in many ways, undergoing a renaissance. The environmental jewel of the area is the San Joaquin River and it is up to us and you to support access by our citizens to the environmental beauty and variety which has been sorely lacking.

Three access points are little enough for this area, which will soon be nearly surrounded by urban development. I repeat, please approve them.

Thank you,
Sandra McCormick
559 417-1617

Sent from my iPad

A

Letter I-180 Response	Sandra McCormick April 15, 2017
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I-180A The comment expresses support for approval of the three access points.

See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access to a parking lot would be at the Perrin Avenue undercrossing of SR 41.

LETTER I-181:
Linda Medel, April 15, 2017

I-181

From: [Linda Medel](#)
To: [Melinda Marks](#)
Subject: Preserve the DEIR
Date: Saturday, April 15, 2017 8:10:43 AM

Dear Ms Marks,

I am writing to provide comments on the River West Eaton Trail Extension DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project with all three potential access points included:

1. Perrin Ave Undercrossing accessed through Madera from Highway 41.
2. Riverview Drive Access evaluated in Alternative 1.
3. Perrin/Nees Access evaluated in Alternative 5.

I strongly encourage the Board to approve the DEIR with all these access points. By including all three access points, people throughout the Fresno-Madera metropolitan region will have equitable access to the project site.

Thank you for considering these comments regarding access to the project site.

Sincerely,

Linda Medel

Letter I-181 Response	Linda Medel April 15, 2017
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I-181A *The comment expresses support for approval of all three potential access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—for equitable access to people throughout the Fresno-Madera metropolitan region.*

The commenter's preference for approval of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-182:
Leighann Milford, April 15, 2017

I-182

From: [Leighann Milford](#)
To: [Melinda Marks](#)
Subject: Fresno River West Project
Date: Saturday, April 15, 2017 7:46:06 PM

Dear Ms Marks,

My name is Leighann Milford and I am a resident of the neighborhood near Audubon and Del Mar and have been for approximately 3 years. I understand the SJRC is near making a decision on which plan to adopt for access to the river. I sincerely believe that the river should be enjoyed by all citizens of Fresno County and beyond. I support having an access in the safest and most convenient location. I understand the City of Fresno adopted General Plan 2035 in 2014, which allows for vehicular access to the river via Palm and Nees, opposed to River View. This seems to be the best option considering safety and convenience. If vehicular access was allowed at River View, it would create traffic congestion, crowded parking, and put walkers, bikers, and joggers at risk. I am a walker and routinely walk down River View to Bluff and in doing so I have witnessed near accidents with cars coming around the corner off of Del Mar onto River View and almost hitting people walking while pushing strollers and walking their dogs. Allowing for vehicular access in a residential area seems negligent when considering the safety of not just the area residents but also those who are using the walking trails on foot and bike. I have no opposition to walkers using River View to gain access to the river for fishing. I have spoken with many who come to the river to fish and they have been considerate and friendly. Regarding traffic congestion, I would also like to point out that getting out of the neighborhood at peak traffic times is very difficult and many times I have seen cars pull out in front of other cars trying to get onto Audubon, presumably to get to work, causing near collisions. I believe added traffic would only worsen the already problematic traffic situation. I understand using River View for vehicular access is alternative 1 and I am hopeful that the SJRC will also consider the environmental risks and hazards relating to the homes that border the river (mine does not), including homeless encampments, excessive trash, and potential fire hazards and crime. I am also hopeful that when considering further development you will place paved walking trails as close to the actual attraction (the river) as possible to avoid dirt trails, trash being dumped in unsightly areas.

I understand the other alternatives, 3 and 5B, and believe they make much more sense. Having vehicular access at Palm and Nees will have no impact on residential traffic, will be much safer for walkers and bikers, is the closest access to the river and therefore the most convenient. In addition, there are businesses in the area which could benefit as well. It seems that alternatives 3 and 5B would have a positive impact on all involved and would also continue to be in compliance with the City of Fresno General Plan 2035. Therefore, I respectfully encourage the SJRC to omit alternative 1 as an option and adopt alternative 3 and 5B.

Sincerely,
Leighann Milford

Letter	Leighann Milford
I-182	April 15, 2017
Response	

1-182A The comment expresses support for access at Palm and Nees avenues and opposition to access at West Riverview Drive because of near accidents with cars coming around the corner of Del Mar Avenue onto West Riverview Drive, and creating traffic congestion, crowded parking, and putting pedestrians at risk.

The commenter's preference for access at Palm and Nees avenues and opposition to access at West Riverview Drive is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5, Palm and Nees Access, would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

I-182B The comment expresses opposition to Alternative 1 over concerns about traffic congestion getting out of the neighborhood at peak traffic times with cars trying to get onto Audubon and causing near collisions, and added traffic worsening the traffic situation.

The commenter's opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. See also response to Comment I-182A about Alternative 1.

I-182C The comment asks for consideration of environmental risks related to homes that border the River, including homeless encampments, excessive trash, and potential fire hazards and crime, and expresses support for putting the trail as close to the River as possible to avoid dirt trails and dumped trash.

The commenter's preference for a trail close to the River bank (Alternative 3) is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. In Alternative 3, the trail extension would be aligned closer to the River's edge (around the O Pond) in the more southerly (downstream) portion of the site, and would remain as proposed by the project in the northerly (upstream) portion of the site. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan.

The analysis concluded that like the proposed project, the alternatives, including Alternative 1, would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur. The proposed project, as well as the alternatives, would improve response by law enforcement and emergency first responders to the River bottom compared to current conditions. See Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR. The project would include ongoing maintenance activities, including trash service, vegetation trimming, and similar methods to ensure a welcoming experience.

I-182D The comment expresses opposition to Alternative 1 and support for Alternatives 3 and 5B because would not have impact on residential traffic, safer for pedestrians, closest access to the River, there are businesses there that could benefit, and would be in compliance with City of Fresno's 2035 General Plan.

The commenter's preference for Alternatives 3 and 5B and opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. See response to Comment I-182A about Alternatives 1 and 5B. See also Section 3.1.1 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

LETTER 1-183:
Michael Murphy, April 15, 2017

I-183

From: [Michael Murphy](#)
To: [Melinda Marks](#)
Cc: [Michael Murphy](#); kristinewalter@comcast.net
Subject: Eaton Trail Extension DEIR comment.
Date: Saturday, April 15, 2017 11:25:36 AM
Importance: High

Dear Ms. Melinda Marks:

As the time draws near for the San Joaquin River Conservancy (SJRC) to make a decision about where to make the San Joaquin River accessible to the general public, I would like to express my opinion. I believe strongly in the development of the River Parkway, as it is a resource that needs to be shared with the communities of Fresno and Madera. I have lived most of my life within walking distance of the river and it has always been a part of my life.

I do have concerns on how this resource is going to be presented to the public. The 2035 General Plan adopted in 2014 addresses many of these concerns. The River Parkway is adjacent to both public and residential areas. The General Plan provides vehicular access through the public areas and pedestrian access through the residential areas; which, in my belief is a sound idea. As a resident adjacent to the Eaton Trail Extension DEIR I am not in favor of Alternative 1.

Riverview (Alternative 1) access directs vehicular traffic into a residential zone that is already suffering ongoing issues. Audubon is a poorly designed avenue. Presently there is much danger where Del Mar meets Audubon due to traffic. Drivers accelerate down the overpass into the curve and are then forced to merge from 2 to 1 lanes. At the same time; cyclists are using the hill to gain momentum, which results in high rate non-motorized speeds using the same merge and single lane.

The Riverview access also removes any buffer between the public and residents. In the current plan without the vehicular access from Riverview there are 50 proposed vehicular stalls. With Spano Park at Palm and Nees already established; there will be no need for more parking. In the EIR Section 4.2; Environmental Justice suggests Riverview as the solution, but you must pass one of the other two proposed or existing parking locations to gain access to Audubon. This is equivalent to installing an ADA bathroom on the second floor and telling someone in a wheelchair to take the stairs because it's more convenient.

Traffic aside, there are other problems that come with the parking areas. After hours, parks often do not empty. The homeless encampment we already have will migrate to the bathrooms for the water source and shelter. If the homeless do not completely inhabit the car park, the local high school students will turn the area into a party spot. Underage partying has been going on as long as I can remember and in a compromised brush area the risk for a fire to breakout will be great with bonfire potentials and underage intoxication. Before Millerton was patrolled at least 4 fires broke out on the Madera Boat ramp; At Riverview there is no buffer to provide fire

services time to respond. This puts residents and property at risk.

While comparing the Eaton Trail EIR to the River West-Madera Master Plan I noticed there were municipality statements in the Madera report but not in the Fresno report. Madera stated its plans and budget to move or develop new services to provide for the project. In the Eaton Trail EIR the presence of municipality statements was not present. The EIR makes references to police and fire services but nowhere do I find matching plans or line items in the Fresno City or County budgets. Police Chief Dyer has approached my company to donate ATV's to help patrol the river bottom. The added Fresno PD patrol requirements would strain resources that are already underfunded and unable to handle current needs. Adding the Eaton trail patrol would strain those resources beyond the breaking point.

As a good neighbor I ask that you limit Riverview to pedestrian and cycle traffic only and keep it closed to any vehicular traffic.

Michael Murphy
231 W Bluff Ave
Fresno CA 93711
(559) 374-5059
mike-murph@att.net

32511. The conservancy shall be responsible for operation and maintenance of the parkway. **The conservancy shall close to the public any lands or facilities which it is unable to maintain in a clean and safe manner and to adequately protect the wildlife and rights of adjacent property owners from the public,** including areas downstream from the Highway 99 crossing affected by the use of the parkway.

Letter I-183 Response	Michael Murphy April 15, 2017
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I-183A *The comment expresses opposition to Alternative 1 because the City of Fresno's 2035 General Plan provides for vehicular access through the public areas and pedestrian access through the residential areas, and because Audubon is poorly designed for drivers and cyclists and the intersection of Del Mar and Audubon is dangerous.*

The commenter's opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

I-183B *The comment says that West Riverview Drive access would remove any buffer between the public and residents, there is not the need for added parking because Spano Park and Palm and Nees avenues are already established, and someone would have to pass these two parking locations to gain access to Audubon.*

See response to Comment I-183A about Alternative 1.

I-183C *The comment expresses concerns about the parking lot after hours, such as homeless encampment and high school student partying, risk of fire from bonfires and underage intoxication, there would be no buffer to provide fire services putting homes at risk, and stating at least for fires broke out on Madera boat ramp.*

The analysis concluded that like the proposed project, the alternatives, including Alternative 1, would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur. The proposed project, as well as the alternatives, would improve response by law enforcement and emergency first responders to the River bottom compared to current conditions. Alternative 1 would provide appropriate emergency-vehicle access (fire, police, and ambulance) via the West Riverview Drive entrance onto the project site, including the additional parking lot. Alternative 5 would provide appropriate emergency-vehicle access (fire, police, and ambulance) via a paved road from Palm and Nees avenues entrance onto the project site. Both would also provide additional emergency egress for members of the public using the trail.

I-183D The comment says municipality statements in the River West-Madera Master Plan are not in EIR regarding Madera plans and budget to move or develop new services to provide for the project and that the EIR references police and fire services that are not included in the Fresno City or County budgets, further straining resources for River bottom patrol.

The development of a secure and adequate source of operations and maintenance funding for the project will be necessary before the project can be constructed and opened for public use. These financial considerations are not part of the CEQA review of environmental impacts. Under Section 15131 of the State CEQA Guidelines, economic and social impacts are not considered as significant environmental effects. See response to Comment I-63B about public services and project maintenance.

LETTER I-184:
Elizabeth Olin, April 16, 2017

I-184

From: [Elizabeth Olin](#)
To: [Melinda Marks](#)
Subject: River West Eaton Trail Extension DEIR
Date: Sunday, April 16, 2017 3:20:16 PM

Dear Ms Marks,

I am writing to provide comments on the River West Eaton Trail Extension DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project with all three potential access points included:

1. Perrin Ave Undercrossing accessed through Madera from Highway 41;
2. Riverview Drive Access evaluated in Alternative 1;
3. Perrin/Nees Access evaluated in Alternative 5.

I strongly encourage the Board to approve the DEIR with all these access points. By including all three access points, people throughout the Fresno-Madera metropolitan region will have equitable access to the project site.

Thank you for considering these comments regarding access to the project site.

Sincerely,

Elizabeth Olin

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Letter I-184 Response	Elizabeth Olin April 16, 2017
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I-184A *The comment expresses support for approval of all three potential access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—for equitable access to people throughout the Fresno-Madera metropolitan region.*

The commenter's preference for approval of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-185:
Gregory Olin, April 15, 2017

I-185

From: [Gregory Olin](#)
To: [Melinda Marks](#)
Subject: River West DEIR
Date: Saturday, April 15, 2017 11:14:55 PM

Dear Ms. Mark and members of the Conservancy Board,

I urge you to approve the River West DEIR with Alternatives 1, 2, and 5. Fresno now claims half a million residents. We need parks that give people recreational opportunities outdoors. But what good are parks if people do not have access to them? The Proposed Project has an outstanding multipurpose trail and then severely limits access. It's ironic to build an urban cycling and walking trail that one can access only via a circuitous route by car.

The Conservancy should approve all three access points and fulfill its obligation to manage the park for the safety and satisfaction of its users and nearby residents. Other municipalities do this. So can we. Approve the DEIR with Alternatives 1, 2 and 5.

Sincerely,

Gregory Olin

A

Letter I-185 Response	Gregory Olin April 15, 2017
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I-185A *The comment expresses support for three access points (Alternatives 1, 2, and 5) to provide more access and less driving for cycling and walking the trail, and for fulfillment of the Conservancy's obligation to manage the park for the safety and satisfaction of its users and nearby residents.*

The commenter's preference for approval of Alternatives 1, 2, and 5 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

Alternative 2 was developed to reduce the proposed circuitous trail alignment and reduce potential impacts on riparian habitat and disturbance to nearby residences on the floodplain. However, this alternative would not improve limited access to the River for disadvantaged communities compared to the proposed project and would result in impacts similar to those of the proposed project.

LETTER I-186:
Yvonne Osuna, April 15, 2017

I-186

From: [Yvonne Osuna](#)
To: [Melinda Marks](#)
Subject: SJRC
Date: Saturday, April 15, 2017 8:46:33 PM

This comment is in regards to the San Joaquin River Conservancy Access. .
I would like to express my comment/vote for Plan 3..which is consistent with the
City Plan...it has a trail close to the river, parking at Palm and Nees, access to bus,
traffic control in place and commercial use. This Plan is well suited for this project
and not impeding in a residential area.

My contact information. ..
Yvonne Osuna
333 W Bluff Ave
Fresno, CA 93711
Email. . Yxo.2769@gmail.Com

Thank you

A

Letter I-186 Response	Yvonne Osuna April 15, 2017
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I-186A *The comment expresses support for Alternative 3 because it is consistent with the City of Fresno's 2035 General Plan, has a trail close to the River, parking at Palm and Nees avenues, bus access, traffic control, commercial use, and will not impede a residential area.*

The commenter's preference for Alternative 3 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River.

See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5, Palm and Nees Access, would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

LETTER I-187:
Char Parrish, April 15, 2017

I-187

From: [Char Parrish](#)
To: [Melinda Marks](#)
Cc: [Kristine Walter](#)
Subject: DEIR Response
Date: Saturday, April 15, 2017 4:33:48 PM

Dear Ms Marks -

I am new to the Audobon/Del Mar neighborhood and am very happy to be here. The current amount of activity for the public to access the river and trails is more than acceptable in my opinion as I firmly believe all Fresno citizens should have reasonable access and be able to enjoy this beautiful area of our city.

However, I am opposed to increasing the access via a public parking lot at River View and Bluff. This would be a major disruption to an already established neighborhood creating additional safety and dust concerns and does not enable ready access by public transportation and does not support the 2035 General Plan.

1) Please register my firm opposition to Alternative 1. The corner of Audobon and Del Mar is already overly impacted with traffic and does not naturally support additional vehicles.

A

2) Please register my support of Alternatives 3 and 5B. I enthusiastically encourage and support vehicular access to the river via the Hwy 41 Bridge and/or the Palm/Nees industrial area as noted in 5B. In addition, I encourage and support development of Alternative 3 as it allows for optimum enjoyment of the river by a maximum number of people to include seniors and those with disabilities.

B

I eagerly anticipate the results of this project and a reasonable solution for all.

Best regards -
Char Parrish
320 W Bluff

Letter I-187 Response	Char Parrish April 15, 2017
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I-187A *The comment expresses opposition to Alternative 1 because increasing access via a public parking lot at West Riverview and Bluff would disrupt the neighborhood creating additional safety and dust concerns, does not provide access by public transportation and does not support the City of Fresno's 2035 General Plan.*

The commenter's opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

I-187B *The commenter's support for Alternatives 3 and 5B are noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.*

However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to

address the potential for exposure to hazardous materials associated with operation of a former landfill.

LETTER I-188:
Craig Poole, April 15, 2017

I-188

From: craig.poole@comcast.net
To: [Melinda Marks](#)
Subject: River West Fresno Eaton Trail Extension DEIR
Date: Saturday, April 15, 2017 11:44:00 AM

April 15, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

I live near several of the access points and welcome people driving to a destination in the neighborhood rather than just speeding through the neighborhood. Perhaps some added traffic will slow down the traffic driving through our neighborhood.

Thank you for your consideration of these comments.

Sincerely,

Craig Poole
310 W. Audubon Dr.
Fresno, CA 93711

A

Letter I-188 Response	Craig Poole April 15, 2017
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I-188A *The comment expresses support for approval of all three potential access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—for equitable access to people throughout the Fresno-Madera metropolitan region and because added traffic to the neighborhood may slow speeding traffic down.*

The commenter's preference for approval of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER 1-189:
Greg. Powell, April 15, 2017

I-189

From: [Gregory S. Powell](#)
To: [Melinda Marks](#)
Subject: Fresno River West Project
Date: Saturday, April 15, 2017 5:11:26 PM

To: Melinda Marks, Executive Officer
San Joaquin River Conservancy
5469 E. Olive
Fresno CA 93727
Via E-mail: Melinda.Marks@sjrc.ca.gov

Re: Fresno River West Project – Support for Alternatives 3 and 5B; and Opposition to Alternative 1

Dear Ms. Marks:

My family (myself, my wife, and our 4 year old son) lives on Brier Circle, just off Audubon and Del Mar. We are concerned that the San Joaquin River Conservancy is considering a Fresno River West Project plan which includes Alternative 1. Having lived on Brier Circle since 2010, my wife and I have watched the ever-increasing traffic on Audubon and we have witnessed, and been victims of, near-miss accidents resulting from the heavy traffic, which often travels in excess of the speed limit.

I am a frequent cyclist and have enjoyed the Eaton Trail over the years, and now my son is learning to ride his bicycle. We oppose Alternative 1 because it would result in increased traffic flow in our residential neighborhood. The installation of a traffic light or roundabout are inadequate responses to Alternative 1, which will increase traffic at an already dangerous intersection. The San Joaquin River Conservancy must be concerned not only for the safety of drivers, but also the cyclists and children who live in our neighborhood.

Having long enjoyed the San Joaquin River and its parks and trails, we are in favor of the safe and responsible development of this regional amenity for all citizens of Fresno County. Because Alternative 1 is contrary to the City of Fresno's 2035 General Plan by directing vehicle access through W. Riverview Drive, and because it will bring substantial non-residential traffic through a residential neighborhood, we respectfully request that the San Joaquin River Conservancy adopt Alternatives 3 and 5B. These Alternatives will provide vehicle access via non-residential and commercial areas without unnecessarily and dangerously increasing the traffic in our neighborhood.

Thank you for your attention in this matter, and please contact me if you have any questions.

Greg Powell
203 W. Brier Circle
Fresno, CA 93711
559-259-9728
gspowell@comcast.net

Letter	Greg Powell
I-189	April 15, 2017
Response	

I-189A *The comment expresses opposition to Alternative 1 because increasing traffic flow on Audubon would result in additional traffic in the neighborhood and installation of a traffic light or roundabout is an inadequate response to Alternative 1, which will increase traffic to an already dangerous intersection for drivers, cyclists, and children.*

The commenter's opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

I-189B *The comment expresses support for Alternatives 3 and 5B because they provide vehicular access via non-residential and commercial area with increasing traffic to neighborhood, and opposition to Alternative 1 because it is contrary to the City of Fresno's 2035 General Plan by directing vehicular access through West Riverview Drive, bringing substantial non-residential traffic through the neighborhood.*

The commenter's preference for Alternative 3 and 5B and opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. See response to Comment I-189A about Alternative 1. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

LETTER I-190:
Sharon Powers, April 16, 2017

I-190

From: sharonpowers@comcast.net
To: [Melinda Marks](#)
Subject: River access
Date: Sunday, April 16, 2017 6:39:05 PM

April 15, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. 1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. 2. Riverview Drive Access evaluated as Alternative 1
3. 3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Sharon Powers
529 E. Holland Avenue
Fresno CA, 93704

A

Letter I-190 Response	Sharon Powers April 16, 2017
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I-190A *The comment expresses support for approval of all three potential access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—for equitable access to people throughout the Fresno-Madera metropolitan region.*

The commenter's preference for approval of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-191:
Dale and Debbie Priaulx, April 15, 2017

I-191

Janah Wright

From: DebnDale Priaulx <priaulx@gmail.com>
Sent: Saturday, April 15, 2017 5:02 PM
To: Melinda Marks
Cc: Deb & Dale Priaulx
Subject: [MSOFFICE QUARANTINE] Comments River West Fresno, Eaton Trail Extension Draft Environmental Impact Report
Attachments: 2017 04 15 Marks, Melinda SJRC.docx

Good afternoon Melinda,

Please find our comments regarding the Eaton Trail Extension Draft Environmental Impact Report.

Thank you for your consideration.

Sincerely,

Dale & Debbie Priaulx

Dale & Debbie (Hunsaker) Prialux

8485 N Ridgeview Ave, Fresno CA 93711-6904

April 15, 2017

Melinda.Marks@sjrc.ca.gov

Melinda Marks, Executive Director

San Joaquin River Conservancy

5469 E Olive, Fresno CA 93727

Dear Ms Marks,

We are a resident located near the San Joaquin River Parkway and are writing to you today to express our strong opposition to Alternative 1 and our strong support of Alternatives 3 and 5B, Eaton Trail Extension Project.

Some of our reasons for opposition to Alternative 1 starts with the increase in vehicle traffic thru the neighborhoods and on Audubon, which is already congested and a safety concern, should Alternative 1 be adopted. When leaving the neighborhood to go to work or shopping, I've personally witnessed near misses at the intersection of Del Mar and Audubon, as well as Brier Circle & Del Mar. Alternative 1 would only compound this safety issue and the proposed solution of a roundabout would create an even bigger safety nightmare.

The City of Fresno's recently adopted 2035 General Plan allowed for vehicle access thru Palm and Nees, not via Riverview. Palm & Nees is the perfect location for vehicular traffic for river access as it's a commercial corner and will not affect residential traffic, there is already a signalized system in place designed for the type of traffic access would require, it would be much more convenient to the residents of the city and would provide a safer access system for boaters, horseback riders and others who require a safe and convenient way to access the river. Access thru our neighborhood does not provide these things.

We support responsible and safe development; however the safety of our neighborhood is paramount when determining best access point. There already has been an increase in noise, dust and traffic. Adding a parking lot would only increase the potential for dust pollution, not to mention the safety concerns with residents, pedestrians and bicyclists, therefore, we respectfully ask that you adopt Alternatives 3 and 5B.

Sincerely,

Dale & Debbie Prialux

4/15/2017

Dale & Debbie (Hunsaker) Priaulx
priaulx@gmail.com

Letter	Dale and Debbie Prialux
I-191	April 15, 2017
Response	

I-191A *The comment expresses opposition to Alternative 1 because it would increase vehicular access through a neighborhood that has near misses at the intersection of Del Mar and Audubon and Brier Circle and Del Mar, compounding safety issues, and support for Alternatives 3 and 5B.*

The commenter's preference for Alternative 3 and 5B and opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

I-191B *The comment expresses opposition to Alternative 1 because the City of Fresno's 2035 General Plan allows for vehicular access at Palm and Nees avenues, not via West Riverview Drive; and that the intersection of Palm and Nees avenues is a perfect location for vehicular traffic for River access because it is a commercial corner, would not affect residential traffic, is already signalized for that type of traffic, and provides more convenient access for all types of users.*

See response to Comment I-191A. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

I-191C The comment expresses support for Alternatives 3 and 5B and opposition to Alternative 1 because an added parking lot would potentially increase existing noise, dust, and traffic and safety concerns for pedestrians.

See response to Comment I-191A about Alternative 3 and 5B and the Alternative 1 transportation analysis. See Section 3.13 in Volume I of this FEIR regarding the analysis of potential noise impacts from the proposed project. The analysis concluded that operation of the project for recreational use would not expose visitors or receptors to noise levels in excess of standards. Noise would be generated by people, horses, and vehicles entering the site and by occasional vehicles and equipment for operations, maintenance, and management. The resulting noise levels would not exceed standards adopted by the City for adjacent uses. The operational impact would be less than significant. Construction activities under the project or alternatives would cause a short-term temporary increase in ambient noise levels and the noise levels could exceed ambient noise standards established by the City of Fresno for residential areas. However, implementation of Mitigation Measure Noise-1 would reduce the impact to less than significant. (see Table 5.12-1 in Volume I of this FEIR).

LETTER I-192:
Gaylord R. Ransom, April 15, 2017

I-192

From: [Rick Ransom](#)
To: [Melinda Marks](#)
Subject: San Joaquin River Access
Date: Saturday, April 15, 2017 6:35:51 PM

Ms. Marks,

I am a resident of a home on Eagle Court. My back yard backs up to the River View access.

The use of the pedestrian access has been increasing a lot in the last few months. We have experienced gun shots, having our fence cut, folks climbing over our fence, and a general increase in trash being thrown onto our property.

Have this access open to vehicular traffic is only going to make a bad situation worse.

Don't get me wrong, I have long been in favor of the safe and responsible development of this regional amenity for all of the citizens of Fresno County. My wife and I walk parts of the trail often.

Dead opening the trail needs to consider a few things for it to be a good thing for everyone, namely:

- 1) Safe and reasonable access to the trail
- 2) The policies and plans adopted by the affected local agencies.
- 3) River Environmental concerns
- 4) Trails located near the river
- 5) Addresses safety issues including traffic impacts, wild fires, fire and police protection, water safety, vandalism, trash, homeless encampments, and trail maintenance.

I am strongly opposed to Alternative 1 of the EIR in that it violates the Cities 2035 General Plan, Traffic along Audubon and Del Mar will be a nightmare.

I am very much in favor of Alternatives 3 and 5B. The access at Woodward park already exists, and access at Palm and Ness is all but complete due to the existing road and gate. Not only that, but the Palm and Ness road drops on off right at the rivers edge and makes access to the river easy, especially for this putting boats into the water and for persons with disabilities.

An access via Spano Park makes great sense in that it real evade the issues of commercial traffic into a residential area, does not burden the already taxed Audubon and Del Mar traffic issues, it is located in a bulb cul-d-sac with lots of parking, it has a traffic light, it's adjacent to existing commercial uses, and give a great access point to the river.

In closing, in consideration of all the pluses and minuses of the various EIR proposal, I encourage you to select Alternative 3 and 5B as the best possible solution for all the people of FRESNO to have a chance to enjoy this great natural resource.

Regards,

A

B

C

Gaylord R. Ransom
344 W. Eagle Court
Fresno, CA 93711

Sent from my iPad

Letter	Gaylord R. Ransom
I-192	April 15, 2017
Response	

I-192A *The comment expresses opposition to West Riverview Drive access because there has been an increase in gun shots, fence cutting and climbing, and trash and the access point would make it worse.*

The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The analysis concluded that like the proposed project, the alternatives, including Alternative 1, would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur. The proposed project, as well as the alternatives, would improve response by law enforcement and emergency first responders to the River bottom compared to current conditions.

See Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR. The project would include ongoing maintenance activities, including trash service, vegetation trimming, and similar methods to ensure a welcoming experience.

I-192B *The comment expresses opposition to Alternative 1 because violates the City of Fresno's 2035 General Plan, and trail needs to consider safe and reasonable access, local policies and plans, River environmental impacts, trails near the River, and address safety issues including traffic impacts, wild fires, fire and police protection, water safety, vandalism, trash, homeless encampments, and trail maintenance.*

The commenter's opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR.

See DEIR Section 3.17 in Volume I of this FEIR for the transportation analysis for the proposed project. A traffic analysis was prepared for the project in accordance with the City of Fresno Traffic Impact Study Report Guidelines for use in CEQA project review (Appendix H in Volume III of this FEIR). The analysis concluded that traffic impacts from the proposed project would be less than significant. See the hazards and hazardous materials analysis for the proposed project in Section 3.9 in Volume I of this FEIR. Implementation of Mitigation Measures Hazards and Hazardous Materials–1 through Hazards and Hazardous Materials–6 would reduce the potential wildland fire impact to less than significant because the Conservancy would provide appropriate emergency access and signage; would prohibit open burning and the use of barbecue grills; would perform annual and periodic fire prevention activities; would require all construction and

maintenance equipment to be properly equipped with spark arrestors; and would prepare and implement a fire prevention plan for construction activities.

Because Alternative 1 would entail construction of additional facilities, including the parking area accessible from West Riverview Drive, the potential for wildland fire hazards from sparks emitted by construction equipment would be slightly greater than the project's wildland fire hazard, and the impact would be potentially significant. The hazards and hazardous materials BMPs identified in DEIR Section 2.5.2 (see Volume I of this FEIR) would be implemented as part of Alternative 1. Additionally, implementing Mitigation Measures Hazards and Hazardous Materials—1 through Hazards and Hazardous Materials—6, would reduce the impact to less than significant.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

See response to Comment I-92A about the public services analysis and project management, operations and maintenance. See response to Comment I-191A. See also Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

I-192C The comment expresses support for Alternative 3 and 5B for various reasons, including access at Palm and Nees avenues provides better River access, would evade commercial traffic issues in a residential area, has a traffic light, has lots of parking, and is all but complete with existing road and gate, and access at Woodward Park already exists.

The commenter's preference for Alternative 3 and 5B and opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations

on the project. However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. See Section 5.11, “Alternative 5B: North Palm Avenue Access,” in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno’s Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

LETTER I-193:
Karla Ransom, April 15, 2017

I-193

From: [Karla Ransom](#)
To: [Melinda Marks](#)
Subject: River Access
Date: Saturday, April 15, 2017 6:47:26 PM

April 15, 2017

Dear Ms Marks,

In writing this letter to you I can list all of the reasons that the San Joaquin River Access Coalition has listed on why the access to the river should be Alternatives 3 and 5B. It has all been layed out clearly for you in many ways and I agree with all of it. I want to let you know my own personal thoughts on why these two alternatives are better then the Riverview access. The back of my house is right at the gate at the end of Riverview. I walk the river with my dog, my grandkids have fished in the ponds. It is a wonderful area for everyone to use, and I think should be used by all people. For my family, being down near the river is the area that is the most fun, having a trail up by the bluffs will only cause people to make their own trails down to the river. I've seen them do it. What has already been done by the conservancy as far as plants and watering originally have been damaged by people walking down to the river. Having a trail by the river will control the access and will keep the area nicer and easier to maintain.

A

Speaking of maintaining, this is a big concern of mine. Trash is a problem now, on the trails that are there now, at the end of Riverview, and in my back yard. I've picked up bear bottles an trash that people have dumped, in my yard. How is this all going to be maintained? Is there a fund that will pay for security, cleanup, and maintenance? We have had gun shots behind our house on Riverview. We have had our chain link fence damaged by people going down to the river. I've watched what I believe to be drug deals on Riverview. I've had a passed out person in his car with the music playing loudly, there have been multiple car alarms going off at all hours. I would be curious to see how many car burglaries have occurred there on Riverview. At 11 at night people come back from fishing and play their radios an talk loudly on Riverview. We've had a car on fire. Who ever is responsible doesn't come and lock or unlock the gate. I've watched people cut locks off the gate behind us when it was closed with a chain, and others climb the new gate and drop metal on the road to open the automatic gate. If Riverview is an access there has to be security, maintenance and clean up. If there isn't everyone will loose on using the river.

B

As far as the Audubon DelMar intersection. I can't tell you the number of accidents I have seen and heard over the last 15 years. This was not a problem when Audubon was closed at Nees, but since they have opened up the access to Nees the traffic is fast and it is very difficult to get off of DelMar and onto Audubon. This is also an intersection that the police have sat at for years catching speeders. It is not a spot for a traffic light and especially a round about.

C

One more thought on making Riverview an access from a personal perspective. I understand that it will allow those who live in the Pinedale area access to the river, but the nearest bus stop is at Friant and First. It is a walk to get to Riverview from there plus there is a good walk to get from Riverview to the river. An Access at the end of Palm allows People to take the bus right to the entrance with the river very close. Making the entrance at Riverview is actually hindering people who want to get to the river.

D

I support allowing everyone access to the river and enjoying it. I guess my thought is that when we all work together to make a project happen it will be the most successful working together. It doesn't help anyone when there is continual fighting and not much gets done. I would love to work together with you to make this projects successful for everyone using Alternatives 3 and 5B.

E

Thank you for listening to my concerns. I hope we can work together to make this a great opportunity for all people of Fresno to enjoy the river.

Sincerely,

Karla Ransom

Letter I-193 Response	Karla Ransom April 15, 2017
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I-193A *The comment expresses support for Alternatives 3 and 5B because would not cause people making trails to the River from the bluffs, existing plants have already been damaged, and making it easier to control access and maintain.*

The commenter's preference for Alternative 3 and 5B and opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. However, Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

I-193B *The comment expresses concerns about maintenance as there is a trash problem and asks if there is provision and funding for security, cleanup, and maintenance and says there has been gunshots, chain-link fence cutting/damage and climbing, late-night noise, possible drug deals on West Riverview Drive, and a car on fire.*

See Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR. The project would include ongoing maintenance activities, including trash service, vegetation trimming, and similar methods to ensure a welcoming experience. Under Section 15131 of the State CEQA Guidelines, economic and social impacts are not considered as significant environmental effects.

The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The analysis concluded that like the proposed project, the alternatives, including Alternative 1, would not alter existing public service ratios, response times, or performance standards for fire or police protection. No impact would occur. The proposed project, as well as the alternatives, would improve response by law enforcement and emergency first responders to the River bottom compared to current conditions.

I-193C *The comment expresses concern about the intersection of Audubon Drive and Del Mar Avenue because there have been a number of accidents; the traffic is fast, making it difficult to get off Del*

Mar Avenue and onto Audubon Drive; police watch out for speeders; and this would not be a spot for a traffic light or roundabout.

The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

I-193D The comment expresses support for access at the end of Palm Avenue because it provides bus transit close to the entrance with the River and the closest transit stop to West Riverview Drive would require a good walk to West Riverview Drive and the trail.

The commenter's preference for access at the end of Palm Avenue is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR.

See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5, Palm and Nees Access, would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

I-193E The comment expresses support for Alternatives 3 and 5B.

See response to Comment I-193A.

LETTER I-194:
Adolfo Recinos Sorto, April 17, 2017

I-194

From: [Adolfo Recinos](#)
To: [Melinda Marks](#)
Subject: River West Fresno Eaton Trail Extension DEIR
Date: Monday, April 17, 2017 9:53:28 AM
Attachments: [THEMIS 3160-IR2525 arecinos 170417095013 0001.pdf](#)

Please see attached.

Thank you,

Adolfo

Monday, April 17, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

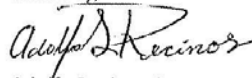
1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

A

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,


Adolfo Recinos Sorto

Letter I-194 Response	Adolfo Recinos Sorto April 17, 2017
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I-194A *The comment expresses support for approval of all three potential access points—at the Perrin Avenue undercrossing via SR 41, at Riverview Drive evaluated as Alternative 1, and at Palm and Nees avenues evaluated as Alternative 5—for equitable access to people throughout the Fresno-Madera metropolitan region.*

The commenter's preference for approval of all three access points is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The proposed project includes pedestrian and bicycle access at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail.

Alternatives 1, 5, and 5B were developed in the DEIR and Partially Revised DEIR to consider additional vehicular access options. Alternative 1 would increase opportunities for access to the trail, but would create a significant unavoidable traffic impact at the intersection of Audubon Drive and Del Mar Avenue. It is beyond the authority of the Conservancy to ensure implementation of mitigation at this intersection (see Section 5.6 in Volume I of this FEIR). See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

LETTER I-195:
William Sharwood, April 15, 2017

I-195

From: [William Sharwood](#)
To: [Melinda Marks](#)
Subject: River West Fresno Eaton Trail Extension DEIR
Date: Saturday, April 15, 2017 7:36:33 PM

Dear Ms. Marks,

As an avid runner, outdoorsman, and a longtime resident of Fresno I'm writing to share my opinion about the River West Trail Extension DEIR. I was disappointed to hear that there the River West Trail Project was found to have an Unavoidable Significant Impact related to Environmental Justice. According to the Trust for Public Land, [Fresno](#) ranked 97th out of the 100 largest cities in the United States for the quality of their park system, so I am happy to see projects like The River West Trail Extension progressing. What concerns me is that approving a version of the River West Trail Extension Project that has an Unavoidable Significant Impact to Environmental Justice would do little to improve our Parks standing with the Trust for Public Land. I believe that the Project should provide as much access to the community as possible. I fully support the River West Trail Extension Project, and to avoid the Significant Impact to Environmental Justice, I hope additional access points will be implemented as described in Project Alternatives 1 and 5.

A

As the DEIR states in section 5.13.1, both Alternative 1 and Alternative 5 are the environmentally superior alternatives to the River West Trail Extension Project because these projects feature additional access, thereby avoiding the Significant Impact to Environmental Justice. I understand that the potential issues involving land ownership may cause Project Alternative 5 to be infeasible, but I was disappointed to read in section 5.13 that Alternative 1 was not considered because of the high cost of installing a traffic light on Audubon Ave and Del Mar. I find it hard to believe that the cost of installing a traffic light or roundabout on the intersection of Audubon Ave and Del Mar is more than the impact to the Environmental Justice to the community of Fresno.

B

According to the [Washington State Department of Transportation](#), a traffic light can cost anywhere from \$250,000 to \$500,000. Section 4.2-1 of the DEIR states that there would be an 8.3mile increase in VMT if River West Trail Extension is approved as is. Assuming the average cost of gas is \$3.00/gallon, and that the average fuel efficiency of the vehicles making the added trips is 30miles/gallon. It would cost the user of the River West Trail \$0.83 extra in gas each trip the user makes. That may sound inexpensive, but based on the Appendix H Traffic Study conducted by the authors of the DEIR also state that the project would produce an extra 318 trips daily. It would take about 63 months for the extra gasoline costs users would have to pay to equal the \$500,000 cost of installing a traffic light. The users of the project will end up spending significantly more in travel costs over the long lifetime of the project, compared to the one time cost of installing a traffic light. If securing funding for a traffic light is also a problem, a portion of the money made from parking fees could easily be used to pay for the cost of a traffic light. With more parking lots as

proposed in Alternatives 1 and 5, there would be more parking fees collected, and more money to help pay for and maintain the project and the traffic light. I agree with the authors of the DEIR when they say that the Alternative 1 is one of the environmentally superior alternatives, but I also believe that it is also the financially superior alternative.

I support the access points as describes in Alternatives 1 and 5, and I hope the Conservancy Board approves the project with as much access as feasibly possible.

Thank you for your time and consideration,

Will Sharwood

William Sharwood

634 E Pinedale Ave. Fresno, CA 93720

Email: willsharwoo@gmail.com

Phone: [\(559\) 260-8106](tel:(559)260-8106)

B

Letter I-195 Response	William Sharwood April 17, 2017
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I-195A *The comment expresses disappointment that the DEIR found the project to be an unavoidable significant impact related to environmental justice and states that approving it with this impact would do little to improve Fresno's parks standing with the Trust for Public Land. The commenter expresses support for Alternatives 1 and 5 to avoid impacts.*

The commenter's preference for Alternatives 1 and 5 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area upon the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable. Alternative 5 would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

I-195B *The comment says that under DEIR Section 5.15.1, both Alternatives 1 and 5 are environmentally superior, and while Alternative 5 may be infeasible because of land ownership problems, in Section 5.13, it was disappointing to see Alternative 1 not considered because the cost to install a traffic light or roundabout is more than the impact on environmental justice.*

See response to Comment I-195A.

LETTER I-196:
Faith Sidlow, April 15, 2017

I-196

From: Faith Soares
To: Melinda Marks
Subject: River West Fresno Eaton Trail Extension DEIR
Date: Saturday, April 15, 2017 2:52:04 PM

April 15, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site using only the Perrin Avenue and Palm/Nees access points (Alternative 5b).

I am strongly against use of the Riverview Access point, which would cause safety issues resulting from increased traffic to a residential area.

I strongly encourage the Board to approve the DEIR with only the Perrin Avenue and Palm/Nees access points included. By including these two access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41 and Palm and Nees accessible from a commercial area), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Approving the two access points is a win-win for all concerned and will prevent litigious delays of this important project, which will be tied up in the courts for years if the Riverview access point is approved.

Thank you for your consideration of these comments.

Sincerely,

Faith Sidlow

A

Letter I-196 Response	Faith Sidlow April 15, 2017
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I-196A *This comment expresses support for selection of Alternative 5B and opposition to a design that includes vehicular access at West Riverview Drive because of concern about increased traffic in a residential setting. The commenter suggests that providing access at the Perrin Avenue undercrossing as proposed by the project, combined with a point of vehicular access at Palm and Nees avenues, would provide equitable access to people throughout the region.*

The commenter's preference for Alternative 5B and opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR.

The EIR analysis studied multiple alternatives, including Alternative 1, which would place vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in Section 5.6 in Volume I of this FEIR concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area on the City constructing and operating traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, the EIR considered this impact to be significant and unavoidable.

Alternative 5, Palm and Nees Access, would require acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

LETTER I-197:
Laura Silberman, April 15, 2017

I-197

From: [Laura](#)
To: [Melinda Marks](#)
Subject: Re: River West access
Date: Saturday, April 15, 2017 9:18:17 AM

I believe that there needs to be several access points for Fresno residents, in order to mitigate the impact on each one.

Thank you,
Laura Silberman.

Sent from my iPhone

> On Mar 21, 2017, at 9:47 AM, Melinda Marks <melinda.marks@sjrc.ca.gov> wrote:
>
> Thank you for your interest in the Lewis S. Eaton Trail Extension Project. Your comments on the Draft EIR will be included in the Final EIR, and you will receive notice when the Conservancy Board schedules its meeting to consider the Final EIR and approval of the project.

>
> Melinda S. Marks
> Executive Officer
> San Joaquin River Conservancy
> 5469 E. Olive, Fresno CA 93727
> (559) 253-7324
> Fax (559) 456-3194

>
> Every Californian should conserve water. Find out how at:
>
> SaveOurWater.com · Drought.CA.gov

>
> -----Original Message-----

> From: Laura [<mailto:lauraferrero@sbcglobal.net>]
> Sent: Thursday, March 16, 2017 9:02 PM
> To: Melinda Marks
> Subject: River West access

>
> Dear Ms. Marks,
> I believe that the River West Fresno Project should include
> equitable access For the residents of Fresno.

Thank you, Laura Silberman
93711

> Sent from my iPad,

>
> Dear SJConservancy,
> Please provide vehicular access and some parking from both the River View
> Drive and the Palm and Nees access points.

Thank you, Laura Silberman.

> Sent from my iPad

Letter I-197 Response	Laura Silberman April 15, 2017
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I-197a *The commenter states that there should be several points of access for Fresno residents so that the impacts of access (vehicle trips, noise) are dispersed instead of focused at one location.*

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives. The Conservancy's Board will consider the information in the EIR to inform its decision to approve the proposed project or one of the alternatives.

I-197B *The commenter states that the project should include equitable access for residents of Fresno.*

See Section 4.2 in Volume I of this FEIR for consideration of environmental justice.

I-197C *The commenter states that the project should include vehicular access and parking at both West Riverview Drive and the Palm and Nees avenues access point.*

See response to comment I-197A.

LETTER I-198:
Susan D. Silveira, April 15, 2017

I-198

From: [Susan Silveira](#)
To: [Melinda Marks](#)
Subject: DEIR Comments
Date: Saturday, April 15, 2017 12:58:03 PM

April 15, 2017

Ms Melinda Marks
San Joaquin River Conservancy
5469 E. Olive Avenue
Fresno, CA 93727

Dear Ms Marks,

I am writing to provide comments on the River West Eaton Trail Extension DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project with all three potential access points included:

1. Perrin Ave Undercrossing accessed through Madera from Highway 41;
2. Riverview Drive Access evaluated in Alternative 1;
3. Perrin/Nees Access evaluated in Alternative 5.

I strongly encourage the Board to approve the DEIR with all these access points. By including all three access points, people throughout the Fresno-Madera metropolitan region will have equitable access to the project site.

Thank you for considering these comments regarding access to the project site.

Sincerely,

Susan D. Silveira
Silveira Law Offices
2037 W. Bullard Avenue #311(mail only)
Fresno, CA 93711-1200

Telephone-408-265-3482 or 559-500-2124
Fax Number-408-265-7479
E-mail: silveiralaw@earthlink.net

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Letter I-198 Response	Susan D. Silveira April 15, 2017
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I-198A This comment states encouragement for approval of all three access points—at the Perrin Avenue/SR 41 undercrossing, at West Riverview Drive shown as Alternative 1, and at Palm and Nees avenues shown as Alternative 5—to provide equal access for people throughout the Fresno-Madera metropolitan area.

See response to comment I-197A.

LETTER I-199:
Jervy Smith, April 15, 2017

I-199

From: [jervy.smith](#)
To: [Melinda Marks](#)
Subject: EIR comments
Date: Saturday, April 15, 2017 9:20:54 PM

4/15/17

Jervy Smith
8703 N Del Mar
Fresno, Ca 93711

Malinda Marks,
San Joaquin River Conservancy Executive Director

Dear Ms. Marks,

I am writing in regard to the DEIR for the River West development.

I am concerned about the impact of this development on the local environment.

Re: Alternate 1

1. The traffic on my street while egressing onto Audubon is already dangerous and crowded. Audubon was not designed to handle the traffic it already has. I don't see a car count or study of traffic impact done after 2011. Traffic on Audubon is worse now than ever. How many cars will be added by Plan #1? The assumptions were vague. We are all worried but there is no information provided.

A

2. Mitigation is suggested that would require a stop light or a round-about. Are you really going to take out residents yards to allow people into the parkway. It will require a really big round-about to handle the traffic in rush hours. I doubt if your EIR writers gave this mitigation much thought.

B

3. If Alternate plan 1 is implemented it will bring cars down into the parkway. Your executive plan indicates that there will be only a minimal affect except for some protected animals which will be mitigated. As a birder, I disagree. Breeding and feeding will be affected by increased human populations, especially when accompanied by cars.

Re: Alternate 2 and 3

1. Alternate 2 is further from the river and less disruption to the native wildlife but is less interesting. Alternate 3 is still far enough from the river's edge to protect most of the wildlife.

C

2. Access to the parking lot could easily have been through Woodward Park. I never heard of a discussion about this route. Routing through Madera county would be eliminated. Perhaps driving through Jensen

D

River Ranch is the issue, but is it any worse than the drive through River View?

↑
D

Re: Alternate 5

<!--[if !supportLists]-->1. <!--[endif]-->Seems a better choice regarding traffic.

<!--[if !supportLists]-->2. <!--[endif]-->Good access for canoeing

<!--[if !supportLists]-->3. <!--[endif]-->Possible contamination problem should be mitigated by paving over it. The GB3 building has pipes coming out of the floor to release methane. The whole area is contaminated but is used.

<!--[if !supportLists]-->4. The Conservancy probably could be paid to take contaminated land off hands of current owners who can't use it.

↑
E

All of this development should be predicated on Conservancy's ability to maintain and police the area.

Sincerely,

Jervy Smith

Letter	Jerry Smith
I-199	April 15, 2017
Response	

I-199A *The comment states that traffic on Audubon Drive is heavy and that the commenter is concerned that Alternative 1 will add more vehicles onto this roadway.*

The proposed project does not include vehicular access at West Riverview Drive. See DEIR Section 2.4, "Project Description," in Volume I of this FEIR. The EIR analysis studied multiple alternatives, including Alternative 1 that places vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. See Section 5.6 in Volume I of this FEIR.

I-199B *The comment states that mitigation is identified in the form of traffic signal or roundabout at the West Audubon Drive and Del Mar Avenue that will require taking of people's yards.*

See response to Comment I-199A.

I-199C *The comment states that Alternative 2 is further from the river and less disruptive to wildlife but is not as interesting. Alternative 3 is far enough from the River's edge to protect wildlife.*

See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-199D *The comment states that access to the proposed parking lot could travel through Woodward Park. The commenter asks why there is no discussion of this route, and asks whether it is worse than having vehicles travel through Riverview Drive.*

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The three alternatives, plus three additional alternatives, provide a reasonable range of alternatives sufficient to allow for an informed decision.

I-199E *The comment states that Alternative 5 would avoid traffic impacts while providing good access for canoeing. The possibility of exposure to contaminated soils can be mitigated by paving over it.*

The Conservancy could be paid to take contaminated lands off the hands of current owners who cannot use it.

See Section 5.1.1, “Alternative 5B: North Palm Avenue Access,” in Volume I of this FEIR. The EIR analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno’s Bluff Protection Overlay, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

LETTER I-200:
Dan Sniffin, April 14, 2017

I-200

From: [Dan Sniffin](#)
To: [Melinda Marks](#)
Subject: Fresno River West Project
Date: Friday, April 14, 2017 7:21:25 PM

April 14, 2017

Melinda Marks
Executive Officer San Joaquin River Conservancy
5469 E. Olive
Fresno CA 93727
RE: Fresno River West Project

It has been brought to my attention that a decision is going to be made related to selecting a plan for the expansion of the Fresno River West Project. I have resided in and own a business in Fresno for greater than 45 years. I believe the river project will prove to be an asset for all citizens of Fresno and Madera County. Additionally, I believe that the placement of access points to the river project is extremely important and should be in the best interest of everyone in our community. Therefore, I ask you to consider my point of view as follows;

A

--[if !supportLists]--> * <!--[endif]-->I am strongly opposed to Alternative 1 because vehicular traffic through an established residential neighborhood will have a negative impact on the neighborhood and surrounding area. Along with increased traffic, it will bring increased safety issues, trash, attract vandalism and seriously impact the homeowners' peaceful enjoyment of their homes. This alternative does not make good sense.

B

--[if !supportLists]--> * <!--[endif]-->I am in favor of Alternative 3 as it provides trails near and around the river, which is what a river trail should provide.

C

--[if !supportLists]--> * <!--[endif]-->The most attractive and sensible approach is clearly Alternative 5, of which I am strongly in favor. River access at Palm and Nees is appropriate for the area. It is a commercial area so residential areas will not be affected and it has an existing traffic signal. Additionally, those citizens that don't drive can take a bus to Palm and Nees and within steps be at the river.

D

I have serious concerns about the traffic on Audubon and the proposed traffic circle if Alternative 1 is approved. Audubon is a scenic corridor with uninterrupted traffic flow from Friant road to Palm and Nees and should remain as is. The impact of a traffic circle on the neighborhood, the residents and on property values is incalculable and is contrary to good planning.

E

Regards,

Dan Sniffin
320 W Bluff
Fresno CA 93711

Letter I-200 Response	Dan Sniffin April 14, 2017
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I-200A *This is an introductory remark expressing support for a project that increases public access to the River.*

See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-200B *This comment expresses opposition to Alternative 1 because it would direct vehicle traffic through a residential neighborhood. The commenter is also concerned about public safety, trash, and potential to increase vandalism in the residential neighborhood.*

See Volume I, Section 3.17 of this FEIR for the transportation analysis for the proposed project. A traffic analysis was prepared for in accordance with the City of Fresno Traffic Impact Study Report Guidelines (Appendix H in Volume III). The analysis concluded that Alternative 1 would require mitigation at the intersection of Audubon and Del Mar while the proposed Project would not.

See Section 2.5, "Project Management, Operations, and Maintenance," in Volume I of this FEIR. The project would include ongoing maintenance activities including trash service, vegetation trimming, and similar methods to ensure a welcoming experience.

I-200C *This comment supports Alternative 3 because it places trails nearer to the River.*

See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-200D *The comment states that Alternative 5 is the most attractive development and this comment strongly supports selection of this alternative. Taking access at Palm/Nees is appropriate as this is commercial area and roadways are sized to accommodate vehicle traffic. There is also a traffic signal at this location.*

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts

and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives. The Conservancy's Board will consider the information in the EIR to inform its decision to approve the proposed project or one of the alternatives.

I-200E The comment is concerned about Alternative 1 and the need for traffic control at the intersection of Audubon and Del Mar. Audubon is a scenic corridor with un-interrupted traffic flow from Friant Road to Palm and Nees intersection and should remain in its current condition. The impact of a traffic signal would be to negatively impact property values.

See response to Comment I-200B.

LETTER I-201:
Patrick Smith and Richard Walters, April 15, 2017

I-201

Janah Wright

From: Patrick Smith <patanrich@yahoo.com>
Sent: Saturday, April 15, 2017 9:24 AM
To: Melinda Marks; Patanrich
Subject: comments on the Fresno River West Project
Attachments: san joaquin river conservancy- pdf.pdf

Dear Ms. Marks and SJRC Board Members, attached are our signed comments on the various plans/options for the development of the Bluff River Trail. Please contact us at 714-488-5460, or patanrich@yahoo.com, if you have any further questions. We have included the content of our comments letter, below. We support Plan/Option 3, or 5B as an alternative. We fully oppose Plan/Option 1. Our comments explain our reasoning.

Sincerely, Patrick Smith and Richard Walters, 311 W. Bluff Ave., Fresno, CA 93711

Patrick Smith and Richard Walters

311 W. Bluff Ave., Fresno, CA 93711

patanrich@yahoo.com

Cell phone: 714-488-5460

Dear San Joaquin Conservancy:

We wish to provide our input to your plans for the development of the San Joaquin Parkway. As we have lived in this area for nearly 12 years, we are unflinchingly vested in the outcome of your decision. We are hopeful that with our opinions and choice in options for this project, that it will assist the Conservancy in making a wise decision that not only benefits the citizens of Fresno but also the citizens that live in the residential neighborhoods that may be affected by the outcome. We are fully supportive of the safe and responsible development of the Parkway for the utilization for all people in the Fresno County area. It truly is a jewel in Fresno's crown and needs to be enjoyed by all our citizens.

We strongly support your Plan/Option 3 of the development options. According to this plan, the trails will be along the river and that is the main attraction: for people to have access/trails next to the river for the best experience. The other walking trails will provide excellent views of the area. It allows for additional trails for maximum recreational enjoyment by more people including seniors and easier access for those with disabilities. Plan 3 provides ready access to the Parkway on different sides, so different parts of the city can have access and parking. Plus the access through Palm Bluffs at Nees and Palm provides access to restaurants and shops. Also, as there are offices in close proximity, the people working can readily use the area on their breaks and lunch times. The GB3 gym patrons will also have access to additional walking and running paths. This area will provide direct access to the

Pinedale area residents, which we know is an important consideration in confirming your final plan. Plan 3 is consistent with the City of Fresno's 2035 General Plan which allows for vehicular access at Palm/Nees but not via Riverview. Palm and Nees appear to be the ideal location for vehicular access to the river. This is a commercial corner with an already established traffic signal system and would not impact any residential neighborhoods. As the closest access point to the river, it would be easier for trailers hauling horses and canoes to enter/exit. Residents who depend on the City's transit system would have a stop adjacent to this access point, which is also supported by the City of Fresno and required under the City's General Plan. This again would be beneficial for the residents of the Pinedale neighborhood. To our knowledge, the City has studied this option and has determined that this is the most logical and viable access point. The City has spent considerable resources developing the infrastructure to accommodate Plan 3, so Conservancy resources will not need to be redirected towards infrastructure development but can focus on needs and services within the park. We also support the 2010 San Joaquin River and Bluff Protection Ordinance drafted by Supervisor Andreas Borgeas and believe the trails should be implemented in a manner in which this Ordinance will uphold.

A

As an alternative, we also support Plan 5B. Our understanding is that there are talks to acquire the area known as Spano Park, which will provide additional parking and infrastructure for further access to the Parkway, while also providing access to the restaurants and shops, offices and the gym, as mentioned above. The other reason for our support of the alternative 5B option is that vehicular access to the River is more appropriate at the Palm/Nees entrance or at the Highway 41 bridge area access point which can easily be expanded to accommodate more vehicles. These points of access would be in addition to access that already exists at Woodward Park. Also there is already city bus service to Madera to Valley Children's Hospital and can easily provide a stop near the Highway 41 access point.

B

We must state for the record why we oppose Plan/Option 1. Developing access through a residential neighborhood without the necessary infrastructure: additional safety, traffic, and security issues; would only adversely impact and disrupt entire, already long established, neighborhoods. It is our understanding that this option also is in direct opposition to and will violate the City of Fresno's 2035 General Plan as it condones vehicular access to parking via Riverview. With the new traffic lights that have been put in place at Nees/Palm, the traffic on Audubon between this corner and along Audubon to Friant has increase almost tenfold. Instead of creating a more smooth flow of traffic, it has caused more congestion and speeding along this corridor making it harder for residents to make turns onto Audubon, especially left turns. With 168 homes and a 180 unit apartment complex utilizing Del Mar to access Audubon, this is already a very congested area. This plan would only magnify the traffic congestion already being experienced along the Audubon corridor. Having more traffic utilizing Audubon to Del Mar for access to a parking lot down below in the park would be a mitigated disaster. The park, with the river and the trails, when being utilized by our citizens, should give the user an experience of peace and serenity with nature. If a parking lot were to be placed in this setting, this would detract 100% from the whole experience and defeat the purpose of the Conservancy in making this park special for our citizens. We do not want a parking lot located off of Riverview down at the bottom of the park anywhere near the river setting. Also this plan does not factor in trail locations near or along the river. This is a poorly thought out option that must be discarded.

C

To summarize, we support development of this very valuable community resource through Plan 3 or Plan 5B, as they each are consistent with the City master plan, have infrastructure, and provide local businesses with a larger customer base.

D

Thank you,

Mr. Patrick Smith and Mr. Richard Walters.

From: [Patrick Smith](#)
To: [Melinda Marks](#); [Patanrich](#)
Subject: comments on the Fresno River West Project
Date: Saturday, April 15, 2017 9:25:01 AM
Attachments: [san joaquin river conservancy- pdf.pdf](#)

Dear Ms. Marks and SJRC Board Members, attached are our signed comments on the various plans/options for the development of the Bluff River Trail. Please contact us at 714-488-5460, or patanrich@yahoo.com, if you have any further questions. We have included the content of our comments letter, below. We support Plan/Option 3, or 5B as an alternative. We fully oppose Plan/Option 1. Our comments explain our reasoning.

Sincerely, Patrick Smith and Richard Walters, 311 W. Bluff Ave., Fresno, CA 93711

Patrick Smith and Richard Walters

311 W. Bluff Ave., Fresno, CA 93711

patanrich@yahoo.com

Cell phone: 714-488-5460

Dear San Joaquin Conservancy:

We wish to provide our input to your plans for the development of the San Joaquin Parkway. As we have lived in this area for nearly 12 years, we are unflinchingly vested in the outcome of your decision. We are hopeful that with our opinions and choice in options for this project, that it will assist the Conservancy in making a wise decision that not only benefits the citizens of Fresno but also the citizens that live in the residential neighborhoods that may be affected by the outcome. We are fully supportive of the safe and responsible development of the Parkway for the utilization for all people in the Fresno County area. It truly is a jewel in Fresno's crown and needs to be enjoyed by all our citizens.

We strongly support your Plan/Option 3 of the development options. According to this plan, the trails will be along the river and that is the main attraction: for people to have access/trails next to the river for the best experience. The other walking trails will provide excellent views of the area. It allows for additional trails for maximum recreational enjoyment by more people including seniors and easier access for those with disabilities. Plan 3 provides ready access to the Parkway on different sides, so different parts of the city can have access and parking. Plus the access through Palm Bluffs at Nees and Palm provides access to restaurants and shops. Also, as there

are offices in close proximity, the people working can readily use the area on their breaks and lunch times. The GB3 gym patrons will also have access to additional walking and running paths. This area will provide direct access to the Pinedale area residents, which we know is an important consideration in confirming your final plan. Plan 3 is consistent with the City of Fresno's 2035 General Plan which allows for vehicular access at Palm/Nees but not via Riverview. Palm and Nees appear to be the ideal location for vehicular access to the river. This is a commercial corner with an already established traffic signal system and would not impact any residential neighborhoods. As the closest access point to the river, it would be easier for trailers hauling horses and canoes to enter/exit. Residents who depend on the City's transit system would have a stop adjacent to this access point, which is also supported by the City of Fresno and required under the City's General Plan. This again would be beneficial for the residents of the Pinedale neighborhood. To our knowledge, the City has studied this option and has determined that this is the most logical and viable access point. The City has spent considerable resources developing the infrastructure to accommodate Plan 3, so Conservancy resources will not need to be redirected towards infrastructure development but can focus on needs and services within the park. We also support the 2010 San Joaquin River and Bluff Protection Ordinance drafted by Supervisor Andreas Borgeas and believe the trails should be implemented in a manner in which this Ordinance will uphold.

As an alternative, we also support Plan 5B. Our understanding is that there are talks to acquire the area known as Spano Park, which will provide additional parking and infrastructure for further access to the Parkway, while also providing access to the restaurants and shops, offices and the gym, as mentioned above. The other reason for our support of the alternative 5B option is that vehicular access to the River is more appropriate at the Palm/Nees entrance or at the Highway 41 bridge area access point which can easily be expanded to accommodate more vehicles. These points of access would be in addition to access that already exists at Woodward Park. Also there is already city bus service to Madera to Valley Children's Hospital and can easily provide a stop near the Highway 41 access point.

We must state for the record why we oppose Plan/Option 1. Developing access through a residential neighborhood without the necessary infrastructure: additional safety, traffic, and security issues; would only adversely impact and disrupt entire, already long established, neighborhoods. It is our understanding that this option also is in direct opposition to and will violate the City of Fresno's 2035 General Plan as it condones vehicular access to parking via Riverview. With the new traffic lights that have been put in place at Nees/Palm, the traffic on Audubon between this corner and along Audubon to Friant has increase almost tenfold. Instead of creating a more smooth flow of traffic, it has caused more congestion and speeding along this corridor making it harder for residents to make turns onto Audubon, especially left turns. With 168 homes and a 180 unit apartment complex utilizing Del Mar to access Audubon, this is already a very congested area. This plan would only magnify the traffic congestion already being experienced along the Audubon corridor. Having more traffic utilizing Audubon to Del Mar for access to a parking lot down below in the park would be a mitigated disaster. The park, with the river and the trails, when being utilized by our citizens, should give the user an experience of peace and serenity with

nature. If a parking lot were to be placed in this setting, this would detract 100% from the whole experience and defeat the purpose of the Conservancy in making this park special for our citizens. We do not want a parking lot located off of Riverview down at the bottom of the park anywhere near the river setting. Also this plan does not factor in trail locations near or along the river. This is a poorly thought out option that must be discarded.

To summarize, we support development of this very valuable community resource through Plan 3 or Plan 5B, as they each are consistent with the City master plan, have infrastructure, and provide local businesses with a larger customer base.

Thank you,

Mr. Patrick Smith and Mr. Richard Walters.

Letter I-201 Response	Patrick Smith and Richard Walters April 15, 2017
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I-201A The comment expresses support for Alternative 3 as it would place the alignment nearest to the River, which is the main attraction. In addition, that alignment is served by the Palm and Nees roadways, which are near restaurants, shops, and offices containing people able to make the most use of this amenity. Alternative 3 also provides access to Pinedale residents and is consistent with the City General Plan, which allows vehicle access at Palm/Nees but not Riverview. The commenter recommends Alternative 3 as it would also comply with the Bluff Protection Overlay drafted by Supervisor Borgeas.

Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access and a parking lot would be from the Perrin Avenue undercrossing of SR 41. Consistency with the General Plan is fully evaluated in Section 3.11 (see Volume 1) of the FEIR that includes consideration of the Bluff Protection Overlay.

I-201B The comment expresses support for Plan 5B, which would provide parking and infrastructure to support access to the Parkway, while also providing access to the restaurants and shops, offices and the gym. Vehicular access to the River as planned by Alternative 5B is more appropriate at the Palm/Nees entrance or at the SR 41 bridge area access point which can easily be expanded to accommodate more vehicles.

See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The EIR analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay, and to address the potential for exposure to hazardous materials associated with operation of a former landfill

I-201C This comment expresses opposition to Alternative 1. Developing access through a residential neighborhood without the necessary infrastructure: additional safety, traffic, and security issues; would only adversely impact and disrupt entire, already long established, neighborhoods. It is the commenter's understanding that this option also is in direct opposition to and will violate the City of Fresno's 2035 General Plan as it condones vehicular access to parking via Riverview.

The EIR analysis studied multiple alternatives, including Alternative 1 that places vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway

segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in FEIR Volume I, Section 5.6, concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area on the City constructing and operating the traffic improvements identified in Mitigation Measure Alt. 1–T traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, this impact would be significant and unavoidable.

I-201D The comment expresses support for Alternative 3 or 5B due to consistency with City General Plan, available infrastructure to support the use, and existing business that can support visitor demand.

See responses to Comments I-201A to I-201C.

LETTER I-202:
Clare Statham, April 15, 2017

I-202

From: [Clare Statham](#)
To: [Melinda Marks](#)
Subject: Comments on River West, Eaton Trail Extension DEIR
Date: Saturday, April 15, 2017 12:28:09 PM

April 15, 2017

Ms. Marks and Conservancy Board members:

I support the Conservancy's adopting the River West, Eaton Trail Extension Alternatives 1, 2, and 5 with one reservation. The multipurpose trail shown in both the Proposed Project and Alternative 1 is extensive and would be a beautiful walking and cycling path; however, the trail's length would presumably make it more expensive to build and maintain. If Alternative 2 with its shorter trail would allow the project to be funded and built sooner, then I favor adopting the access point and added parking proposed in Alternative 1 and the more limited trail shown in Alternative 2. At a later date, the trail could be extended as shown in Alternative 1. The additional parking shown in Alternative 1 is essential. Those wishing to use canoes and kayaks must be able to park close to the water. Alternative 5 should be approved so that if, at a later time, the private land ownership issues can be resolved, the work needed for that access point will already have been approved.

A

The Conservancy's ownership of the river bottom has preserved the bluff neighborhood for many years from the traffic that would have traveled Riverview Drive had the housing proposed for the river bottom been built. The traffic resulting from the Proposed Project will be considerably less than the street was built to accommodate.

B

If a fee booth is part of a controlled entrance at Riverview Drive, the booth should be situated farther down the road, not where the Conservancy land and the city street meet. Placing the booth closer to the proposed parking lot will prevent traffic from backing up into the neighborhood as cars wait to pay entrance fees.

C

The EIR Impact 3.13-4 refers to "substantial . . . periodic increase in ambient noise levels" and rates that impact "less than significant". I do not know what noise ordinances or regulations currently apply to public parks, but if radios, live music, or other electronic sound devices are allowed, they could have a significant impact on other park users and nearby residents. No live music or electronic amplified sound should be allowed.

D

The people of this region need this park and they need access to it. The Board should approve the DEIR with Alternatives 1, 2, and 5.

Sincerely,

Clare Statham

Letter I-202 Response	Clare Statham April 15, 2017
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I-202A This comment expresses support for Alternatives 1, 2, and 5 with one reservation. The multipurpose trail shown in both the Proposed Project and Alternative 1 is extensive and would make it more expensive to build and maintain. If Alternative 2 with its shorter trail would allow the project to be funded and built sooner, then adopt that access point and add the parking proposed in Alternative 1 to the more limited trail shown in Alternative 2.

The commenter's preference will be sent to the Conservancy's Board for consideration during deliberations on the project. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-202B This comment states that the Conservancy's ownership of the River bottom has preserved the bluff neighborhood from the traffic that would have traveled Riverview Drive had the housing proposed for the river bottom been built. The traffic resulting from the proposed project will be considerably less than the street was built to accommodate.

See response to Comment I-202A.

I-202C The comment states that if a fee booth is part of a controlled entrance at Riverview Drive, the booth should be situated farther down the road.

See response to Comment I-202A.

I-202D This comment is concerned over noise and states No live music or electronic amplified sound should be allowed.

See Section 3.13, "Noise," in Volume I of this FEIR for an evaluation of noise related impacts. Also, see Section 2.5.1, "Project Management, Operations, and Maintenance," for a description of rules and operating requirements.

LETTER I-203:
Yolanda Statham, April 15, 2017

I-203

From: [Yolanda Statham](#)
To: [Melinda Marks](#)
Subject: River West Trail Extension DEIR
Date: Saturday, April 15, 2017 2:11:40 PM

Ms Marks,

I recently attended the workshop on the Eaton Trail Extension that was held at the Pinedale Community Center. Based on the information presented there and other information I have learned about the Proposed Project, I am asking that the Board approve the DEIR with Alternatives 1, 2, and 5. I think Fresno needs amenities such as the one in the Proposed Project. But there is little point in building a trail or providing boating opportunities if the city's residents do not have access to these amenities. The land on which the Proposed Project will be built was purchased with public money. It must be developed for use by the public and the public must have reasonable and easy access. Please approve the DEIR with access at Perrin, Riverview Drive and Palm/Nees. By approving the DEIR with Alternatives 1, 2, and 5, you will be providing the kind of leadership Fresno needs.

Sincerely yours,

Yolanda Statham

A

Letter	Yolanda Statham
I-203	April 15, 2017
Response	

I-203A *This comment supports Board approval of Alternatives 1, 2, and 5. Fresno needs amenities such as the one in the proposed project. But there is little point in building a trail or providing boating opportunities if the city's residents do not have access to these amenities.*

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives. The Conservancy's Board will consider the information in the EIR to inform its decision to approve the proposed project or one of the alternatives.

LETTER I-204:
Joan Stimmell, April 15, 2017

I-204

From: [Joan Stimmell](#)
To: [Melinda Marks](#)
Subject: DEIR Response
Date: Saturday, April 15, 2017 6:46:19 PM

Hello Melinda:

My name is Joan Stimmell, and I live at 320 West Bluff Avenue - #108, Fresno, CA. When I was considering purchasing my home, the Fresno River West project was brought up. It was my understanding at that time that the City of Fresno 2035 General Plan allowed for vehicular access to the river at Palm/Nees. It now appears that another plan, Alternative 1, which contemplates vehicle access to parking via Riverview is being considered. Although I am in favor of the Fresno River West project, I have some concerns about this Alternative....Since I purchased my home, I have noticed a substantial increase in traffic congestion along Audubon, rendering it very dangerous at various times of the day. It has been suggested that a traffic light or traffic roundabout be constructed to help move the traffic; however, I'm concerned that at least 4 or 5 residences along Audubon will be affected or completely eliminated. Also, the additional traffic could bring more pollution and increase the risk to pedestrians and cyclists.

In addition, Alternative 1 does not provide for trail locations near and along the river, which means that people will be tempted to leave the wide paved trail and go by foot to the water's edge. This is something that they are already doing, and it has created unsightly and barren areas. I see no point in having a "river walk" that doesn't even go near the river!

I personally support Alternative 3 or Alternative 5B..... Alternative 3 is in alignment with the City of Fresno 2035 General Plan and allows for additional trails for maximum recreational enjoyment by a larger range of people, including seniors (which I am) and disabled persons. I believe that people wanting to use the river walk want, and rightly so, to be near the river. It makes sense that trails near the river will lessen the creation of unsightly dirt trails.

Alternative 5B, or a variation of, places the location for vehicular access to the river at Palm/Nees, a perfect location, mainly because it's a commercial corner and will not impact residential traffic. It already has an established traffic signal system and is not only the closest access point to the river, but is also in closer proximity to adjacent neighborhoods such as Pinedale, which was specifically mentioned in the DEIR. It is on the City's transit system and is also supported by the City of Fresno.

I appreciate the opportunity to express my views regarding this situation; and hopefully, they will be considered when rendering a final decision.

Respectfully,

Joan Stimmell
Jastimmell@gmail.com
(559) 978-1760

Sent from my iPad

Letter	Joan Stimmell
I-204	April 15, 2017
Response	

I-204A *The commenter is concerned over traffic generated by Alternative 1 and suggests that construction of a traffic control device at Audubon and Del Mar Avenue would affect people's property.*

The EIR analysis studied multiple alternatives, including Alternative 1 that places vehicular access at the West Riverview Drive location. See the Alternative 1 transportation analysis in Volume I, Section 5.6 of this FEIR. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area on the City constructing and operating the traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, this impact would be significant and unavoidable.

I-204B *This comment states that Alternative 1 does not provide for trail locations near and along the river, which means that people will be tempted to leave the wide paved trail and go by foot to the water's edge.*

See Section 2.5.1, "Project Management, Operations, and Organizations," in Volume I of this FEIR for the actions and design features included under any of the development alternatives to control access and protect natural resources.

I-204C *This comment supports selection of Alternative 3 or Alternative 5B due to consistency with City General Plan and ability to maximize the access to recreational opportunities along the River.*

The commenter's preference will be sent to the Conservancy's Board for consideration during deliberations on the project. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-204D The commenter supports Alternative 5B as it is closer to a commercial corner with good vehicle access and traffic signal in place. This alternative is also closer to residents in community of Pinedale.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives. The Conservancy's Board will consider the information in the EIR to inform its decision to approve the proposed project or one of the alternatives.

LETTER I-205:
S. Brett Sutton, April 15, 2017

I-205

From: [S. Brett Sutton](#)
To: [Melinda Marks](#)
Cc: [Cheryl Sutton](#)
Subject: Opposition to Alternative 1 (Access through Riverview)
Date: Saturday, April 15, 2017 3:02:52 PM

Ms. Marks: My wife and I reside at 313 West Bluff Avenue. We are strongly opposed to Alternative 1 and believe that the logical choice is Alternative 5B (Palm & Nees).

Alternative 1 is located right in the middle of quiet residential area. Alternative 5B is in a commercial area, better suited for a high traffic entrance to the river project. It also is an ideal for public transportation such as a bus stop making it more accessible to a larger group of our city's residents. It enhances the overall project – visitors to the river parkway can enjoy the many restaurants and shopping in that shopping center before and after visiting the river parkway. We hope that the vote will be for 5B and costly litigation can be avoided which is certain should Alternative 1 be the selection. It is not at all a choice between access and no access. It is rather a choice between access in an area designed for commercial activity and high traffic on the one hand, and a small, quiet residential neighborhood ill suited to a high traffic entrance on the other hand. The logical choice is obvious.

Thank you for your consideration. Please vote no on Alternative 1.



S. Brett Sutton
Attorney at Law
Sutton Hague Law Corporation
Email: brett@suttonhague.com
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Northern Nevada Office: 9600 Gateway Drive, Suite 100, Reno, Nevada 89521
Telephone: (775) 284-2770 | Facsimile: (775) 313-9877

Silicon Valley Office: 2570 North 1st Street, Suite 200, San Jose, CA 95131
Telephone: (408) 273-4624 | Facsimile: (408) 273-6016

Central California Office: 5200 N. Palm Ave Suite 203, Fresno, California 93704
Telephone: (559) 325-0500 | Facsimile: (559) 981-1217

Southern Nevada Office: 6720 Via Austi Parkway, Suite 430, Las Vegas, Nevada 89119
Telephone: (702) 270-3065 | Facsimile: (702) 920-8944

SAN JOSE / FRESNO / RENO / LAS VEGAS

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Letter I-205 Response	S. Brett Sutton April 15, 2017
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I-205A The commenter is strongly opposed to Alternative 1 and suggests Alternative 5B is selected by the Conservancy.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives. The Conservancy's Board will consider the information in the EIR to inform its decision to approve the proposed project or one of the alternatives.

I-205B Alternative 5B is in a commercial area, better suited for a high traffic entrance to the river project. It also is an ideal for public transportation such as a bus stop making it more accessible to a larger group of city residents.

See response to Comment I-204A.

LETTER I-206:
Jeff Trafican, April 15, 2017

I-206

From: [Jeffrey Trafican](#)
To: [Melinda Marks](#)
Subject: River West
Date: Saturday, April 15, 2017 1:07:00 PM

4-15-17

Melinda Marks
San Joaquin River Conservancy
5469 E. Olive Ave.
Fresno, CA. 93727

Re: River West

Hello Melinda,
I thought I would send you a note regarding the River West DEIR. It's exciting to think that after all these years we may see the development of this important area near the San Joaquin River. To allow River West to be best used by the people of this region I strongly encourage the Conservancy Board to approve the project with all three potential access points: Perrin Avenue under-crossing through Madera from Hwy. 41, Riverview Drive access, and Palm/Nees access. With these points of access I feel it will allow a greater number of people the opportunity to enjoy a recreational area badly needed by the people of this area.

Thanks for your consideration,

Jeff Trafican
6654 N. Hayston Ave.
Fresno, CA. 93710

Sent from my iPad

A

Letter I-206 Response	Jeff Trafican April 15, 2017
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I-206A *This comment encourages the Conservancy Board to approve the project with all three potential access points: Perrin Avenue undercrossing through Madera from SR 41, Riverview Drive access, and Palm/Nees access.*

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives. The Conservancy's Board will consider the information in the EIR to inform its decision to approve the proposed project or one of the alternatives.

LETTER I-207:
Kristine Walter, April 15, 2017

I-207

Janah Wright

From: Kristine Walter <kwalter@wheelhousestrategies.com>
Sent: Saturday, April 15, 2017 10:27 PM
To: Melinda Marks; Andreas Borgeas
Subject: SJRC response to DEIR K. WALTER
Attachments: SJRC response to DEIR K. WALTER.pdf

Good evening,
Please find attached my comments in response to the DEIR for the Fresno River West project.
Thank you,
Kristine Walter

Wheelhouse*Strategies

205 E. River Park Circle, Suite 410 • Fresno, CA 93720
www.wheelhousestrategies.com

April 15, 2017

To: Melinda Marks, Executive Officer
San Joaquin River Conservancy
Via E-mail: Melinda.Marks@sjrc.ca.gov

Re: Fresno River West Project - Support for Alternatives 3 and 5B; and Opposition to
Alternative 1

To Ms. Marks, Chairman Borgeas, and the entire San Joaquin River Conservancy board,

My name is Kristine Walter and I reside at 220 W. Bluff Avenue. I am a business woman and an active community member. I founded our Neighborhood Watch program, became the lead for NextDoor/The Bluffs recruiting over 200 members, served as a committee member of the Bluff Security Patrol, and was enlisted by Dr. Pete Mehas some six years ago to this Fresno River West project.

I say all of this because as I'm sure some of you know by now, I have become one of the voices for our neighborhood and the San Joaquin River Access Coalition. It was never my intention when we moved here almost 16 years ago that I would be serving in this capacity. But having been enmeshed in our neighborhood issues for over a decade, I find it necessary to step up and speak out.

I am a strong supporter of Alternative 3 and 5B and an adamant opponent of Alternative 1

By now you have likely received and reviewed many letters, from all vantage points, on the Fresno River West project. It's been years in the planning and now, finally, we are at the point of truth. I don't think I am being overly dramatic when I say that this is an historical turning point for our region. Committing to this project, while likely not to be completed in my lifetime, will be enjoyed by generations to come.

Therefore, it cannot be overstated the importance of the decision you will make. This next step, on what alternative(s) you will adopt, will cast the die for which the rest of the project will proceed – for good or ill. And the impact will be felt for years to come.

I hope that you will consider my thoughts on the three top alternatives being advocated for and the consequences of adopting each one.

Alternative 3

As stated, I am a strong supporter for Alternative 3.

People are obviously going to visit this project in order to be near the river. Why make it so difficult for them?

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Bring trails in closer proximity to the river and create more of them

- Directing recreational foot traffic along a route that has been well thought out and convenient should conceivably be preferable than allowing random cow trails; especially for those with physical disabilities.
- I believe that the project should include the additional trails designed in Alternative 3 and not found with the other alternatives. Guiding additional access to some of the ponds would provide additional enjoyment and benefit to those recreating.
- With all the effort and expense of replanting areas, it would seem logical that the Conservancy would want to protect those plantings and design the trail system to prevent their trampling.
- It is also conceivable that additional activity closer to the river's edge, the site of many homeless encampments, might put pressure on that population to relocate.

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Alternative 5B

I am a strong supporter for 5B which provides an access point for vehicular traffic and parking on an 11.4 acre parcel close to the river and ponds.

Like many, many others, I see the benefits of accessing the project through Palm/Nees. The reason that 5B makes sense has to do with certain political and legal realities that some simply do not choose to recognize.

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5B can be created with willing stakeholders

The City of Fresno handed the Conservancy and AECOM an analysis of Palm and Nees access. (Palm Bluffs River Access report / May 2015). This was done at some expense by the City of Fresno in an effort to support your directive to explore options at Palm/Nees. No other study of options was so thoroughly investigated prior to the EIR being conducted than those at Palm/Nees. And while 5B (Site 1, Route 2) certainly has its challenges as noted in the City's report, it was **not** considered impossible and was not even the most expensive option quoted.

So why did AECOM completely dismiss the City's findings and not even reference it in the DEIR? AND by doing so, put the DEIR completely at risk?

If I were a board member, with the weight of this decision pending and realizing that the EIR has been undermined, either intentionally or unintentionally, risking perhaps the entire project and the waste of millions of dollars of public money, I would be outraged. As I'm sure you could imagine, the public relations story that would follow would not reflect well on anyone.

So while Alternative 5B has not yet been included in an EIR study, it is still the preferable solution:

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- It will minimize the opportunity for legal challenges thereby keeping the Conservancy's funding stream potentially active.
- It is close to the disadvantaged community of Pinedale. The community leaders of Pinedale indicate that Palm/Nees is the preferred access point for them.
- Palm/Nees will not negatively affect residences.
- Palm/Nees can be easily added to the existing public transit system.
- 5B access at Spano Park can provide a wonderful 'gateway' to the river project. It's on a commercial corner with traffic signalization.
- 5B parking brings you to the closest point on the river than any other Alternative.
- 5B parking gives water recreationists and fishermen the opportunity to either access the river or a pond.
- 5B parking is located on 11.4 acres; substantially large enough to accommodate trailers and motorhomes.
- 5B parking would be on an inert landfill which is the perfect use for parking. While some people say 'landfill' as though it's Chernobyl, many areas in our city have been safely built on landfills including Hyde Park and the Palm Bluffs business park.



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Alternative 1

I am adamantly opposed to Alternative 1

Alternative 1, on the surface, would seem to be an easy solution for access and clearly there are factions advocating for it. However, Alternative 1 is a bad idea on several fronts:

- First and foremost, the City of Fresno already spoke on this issue. Riverview is not the access point they want and stated as such in the 2035 General Plan. Therefore, please explain to all of us, including those of you who understand City land use authority, how can this option, which violates the City of Fresno's General Plan, continue to even be considered? Again, this seems to test the strength of the DEIR since AECOM failed to recognize this important point.
- And please think carefully that if this Alternative is chosen. That decision will trigger at least one, and likely several lawsuits creating interminable delays. Can you honestly say that this project and all the resources of time and money spent on it would not be jeopardized? That is the question you need to consider. But lawsuits and interminable delays aside, it is simply the wrong location for public access.



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Riverview is the wrong location for public access

- It is not an easy corner to find trying to get in.
- It is the one point of egress for a 180 unit apartment complex and over 160 homes.
- Audubon has significant traffic impacts which would just worsen with erratic recreational traffic.



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- The traffic mitigation issues that were proposed in the DEIR would eliminate from 1-4 homes depending on the choice. No mitigation? Then as the DEIR stated, there would be a "significant impact".

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And I could go on and on. Read the letters from our neighbors and you will see that they, we, do not want recreational traffic in our neighborhood. And whether that idea was somehow ill conceived some 35 years ago, the reality is the neighborhood never developed in such a way that would accommodate the recreational traffic that will ensue. Why create a hostile environment when a much more elegant solution is available at Palm and Nees?

Board members, I have spent weeks encouraging and imploring stakeholders and interested parties to recognize political and legal realities that could end this project and to do everything possible to proactively address them.

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We need to find a path to move forward on this project. I absolutely believe that if we can all agree on the access point, and marshal our combined resources, we can make this happen.


In addition, it will lay a stronger foundation for the other challenges this project will immediately face including finding support for operations and maintenance money and continuing the project down river with additional stakeholders.

Wouldn't it be in everyone's best interests to work together and not against each other? Don't you want supporters instead of opponents?

Please, let's work together to make Fresno River West a reality.

Thank you for your careful consideration of my comments.

Respectfully,



Kristine Walter
220 W. Bluff Avenue
Fresno, CA 93711
kristinewalter@comcast.net
559.778.5747

Letter I-207 Response	Kristine Walter April 15, 2017
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I-207A *This comment supports selection of Alternative 3 and 5B and is opposed to Alternative 1.*

See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The EIR analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

Alternative 3 results in a trail alignment that conflicts with policies of the Parkway Master Plan directed toward the protection of riparian resources and setbacks to provide adequate cover for wildlife movement. These conflicts are unavoidably significant as described in Volume I, Section 5.8.5 of this FEIR. Like the proposed project, Alternative 3 would not alter performance standards for public services such as response times or population-to-service ratios and would improve access to the River for emergency services. See Section 2.5, "Project Management Operations and Maintenance," in Volume I for the project activities that would minimize trespass and hazards.

I-207B *This comment states that Alternative 3 places the trail near to the River.*

See response to comment I-207A.

I-207C *This comment states that Alternative 3 provides greater access to the ponds and increasing activity along the river edge may result in the displacement of homeless camps that sometimes appear along the parkway.*

See response to comment I-207A.

I-207D *This comment supports Alternative 5B because it provides an access point for vehicular traffic and parking on an 11.4 acre parcel close to the River and ponds.*

See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The EIR analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

I-207E This comment states that the City had a study prepared (Palm Bluffs River Access Report/May 2015) to explore option of Alternative at Palm/Nees and the EIR dismissed the findings without referencing the report. Alternative 5B would improve access to the River for disadvantaged communities, avoids negative impacts to residential neighborhoods, places parking in an area that promotes water sports and fishing, and provides parking sufficient to accommodate trailers and motorhomes. The existence of old landfill is an obstacle that can be overcome as it has in other parts of the City.

The study referenced in this comment was considered along with a second report conducted in 2017 (see Appendix I of this FEIR) that conducted a more detailed review at an alignment across the bluff. This information was reviewed during the process of developing alternatives to the proposed Project that are feasible and meet project objectives.

I-207F This comment opposes Alternative 1 as being inconsistent with the City General Plan, which will result in opposition from multiple parties if it were to be selected for implementation.

See response to comment I-207G.

I-207G This comment states that Alternative 1 is not appropriate design to provide vehicle access as it is already difficult to navigate safely and this condition would worsen with Alternative 1. Mitigation proposed for Alternative 1 requires elimination of one to four homes.

The EIR analysis studied multiple alternatives, including Alternative 1 that places vehicular access at the West Riverview Drive location. See the Alternative 1 transportation analysis in Volume I, Section 5.6 of this FEIR. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area on the City constructing and operating the traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, this impact would be significant and unavoidable.

I-207H This comment provides concluding remarks that summarize the points outlined above and reiterates support for a design that utilizes access at Palm/Nees.

See response to comment I-207G.

LETTER I-208:
Riley Walter, April 15, 2017

I-208

Janah Wright

From: Walter, Riley <rileywalter@W2LG.com>
Sent: Saturday, April 15, 2017 11:55 AM
To: Melinda Marks; district2@co.fresno.gov
Cc: lee.brand@fresno.gov; steve.brandau@fresno.gov; Bruce.Rudd@fresno.gov; Kinsey, John P.; secretary@resources.ca.gov
Subject: River DEIR Comments
Attachments: 2017_04_15_11_47_55.pdf

Here are my comments on the DEIR.

Thanks.

Attention: This message is sent by a law firm and may contain information that is privileged or confidential. If you receive this transmission in error, please notify the sender by reply email and delete the message and any attachments.

Riley C. Walter

220 West Bluff Avenue
Fresno, California 93711

April 15, 2017

San Joaquin River Conservancy
Attn: M. Marks and A. Borgeas
5469 E. Olive Avenue
Fresno, CA 93727
Email: melinda.marks@sjrc.ca.gov
Email: district2@co.fresno.ca.us

Dear Ms. Marks and Chairman Borgeas:

I am a resident of the City and County of Fresno and reside at 220 West Bluff Avenue.

I write in response to the invitation to provide written comments on the Draft Environmental Impact Report ("DEIR") relating to the proposed River West Project. Given my residence, I am directly impacted and potentially damaged by the Conservancy's consideration of some of the alternatives presented in the DEIR.

As with most of my neighbors, I support having a well thought out and properly constructed trail system in the river bottom near and along the San Joaquin River.

However, as written, I believe that there are several provisions and alternatives included in the DEIR that are fatally flawed and cannot be approved without resulting in lengthy delays, something no reasonable person should want. My comments on these flaws and on the questioned fairness of the process are provided below.

My general comments are:

1. Alternative 1 is fatally flawed due to direct violation of the City of Fresno 2035 General Plan, the findings in the traffic study showing access through Audubon and Del Mar it to be impractical and based on unsound data and the failure to put the trail near the river.
2. Alternative 3, without access at Riverview, and Alternative 5b are the best choices for all the people of the region and will allow the trails to proceed without disruption or delay.
3. "Environmental Justice" is not a physical factor cognizable under CEQA and is being deployed as a divisive tactic.

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4. There are legitimate concerns about the fairness of the approval process in light of clear conflicts of interest and staff bias.

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My specific comments follow although not necessarily in order of importance or priority.

1. Adoption and Incorporation of Other Comments of the Coalition

I have read the comments of the San Joaquin River Access Coalition ("Coalition") presented by Mr. Kinsey and I adopt each of them as being thoughtful and considerate observations about the DEIR. Mr. Kinsey's comments are to be incorporated into my own comments as though set forth herein.

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2. The Conservancy Should Not Approve Any Project Without the Benefit of an Independent Analysis Prepared by an Impartial Consultant

The primary advocate for Alternative 1 is the San Joaquin River Parkway and Conservation Trust, Inc. ("Trust"). The Coalition is concerned because many of the decisions made in the environmental document and the process leading up to this point appear to be skewed and biased toward approval of Alternative 1. These facts include:

- The DEIR claims the impacts of the "project" are "significant" due to "environmental justice" impacts, which are not recognized as "environmental impacts" under CEQA, and that the way to "mitigate" those impacts is through additional parking, and in particular Alternative 1. (Ironically, the issue of bus service is not addressed.)
- The DEIR uses an artificial baseline to suggest the "project" will have "environmental justice" impacts, when any iteration of the project is better than the status quo (unused trail).
- Analyzing Alternative 1 as a project alternative, even though it is not a feasible alternative (because the City cannot issue approvals that are inconsistent with the 2035 General Plan).
- Failure to recognize that Alternative 1 would have significant land use impacts because it is inconsistent with the City's 2035 General Plan (yet raising this issue with respect to other alternatives).
- Failure to adequately analyze mitigation at the intersection of Del Mar and Audubon.
- Rejection of all plans for parking at Palm and Nees, with the exception of a potential access point where (i) the landowner objects and (ii) the property may have an easement recorded against it that purports to require equivalent access at River View as a condition of zoning.

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- Failure to include all of the alternatives analyzed by the City of Fresno in the Palm Bluffs River Access Feasibility Study Report May 2015 as feasible alternatives for Palm and Nees parking.
- Failure to consult with the City regarding the City's preferred parking area for this project and the City's 2035 General Plan.

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For purposes of California's conflict of interest laws, AECOM is an "official" because it is working in "staff capacity" with respect to the DEIR. AECOM has exercised independent judgment with respect to the selection of alternatives, and advising the Conservancy on environmental and planning issues. The problem here is that the Trust has been the biggest advocate of Alternative 1, and Bart Bohn of AECOM presently serves as the Trust's president and director. Mr. Bohn was similarly employed for URS, which did planning and consulting for the Trust. URS was acquired by AECOM. So you have the Trust's president employed as a senior project manager by the Conservancy's primary consultant and adviser.

While I am continuing to investigate whether AECOM had improper conflicts of interest under the Political Reform Act and Section 1090 of the Government Code, at this juncture it is clear that any approval of Alternative 1 could not stand up in Court because of a doctrine called "common law bias." Common law bias is not limited to "financial interests," but could also apply to a "significant personal interest" in the outcome of a matter. (*Clark v. City of Hermosa Beach* (1996) 48 Cal.App.4th 1152 [common law bias found where councilmember voted against project that would have blocked his ocean view, and he had previously had altercations with the project applicant].) Here, since the President of the Trust is a senior project manager for AECOM, and AECOM has skewed the documents in favor of Alternative 1, which is advocated for by the Trust, the facts strongly suggest the Conservancy engaged in common law bias and has breached the trust of the public.

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As such, the Conservancy should immediately retain the services of an impartial environmental consultant and conduct an internal investigation as to what disclosures were made to the directors. I cannot believe the directors would have allowed this conflict to put the project into jeopardy had the directors been properly informed.

3. Traffic Study

I have read the report prepared by Smith Engineering and Management dated April 7, 2017. This report does an extraordinarily thorough job of explaining why increased traffic via Audubon and Del Mar is dangerous and poses a serious risk to persons and property.

That the Conservancy would ever consider for a nanosecond a roundabout that will damage the personal real property of several landowners raises issues as to the judgment of the authors of the DEIR.

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I find it gratuitous that AECOM would propose that the City and Conservancy share "on a pro rata basis, the cost of installing either a traffic signal" or (roundabout). How can this be a serious mitigation effort? How do you mitigate by saying someone else (whom the consultant knew to be opposed to the concept) should pay for the work? If it were this simple every item with a negative impact can be negotiated by saying "Joe will pay". Someone else will foot the bill.

The traffic study alone shows why Alternative 1 is infeasible and flawed.

The DEIR report as to traffic at Audubon and Del Mar is not based on substantial evidence, contains no analysis of intersections affected by the River West Project; uses a misleading traffic count and uses counts based on the wrong daytime of the day and wrong days. It is simply flawed.

It is noted that several of the directors are not residents in this area so I suggest that before they vote, it would be a good public policy for them to stand at the intersection of Del Mar and Audubon at 7:30 a.m. and 5:20 p.m. on a regular workday.

Having waited many minutes during the morning commute to turn onto Audubon, I can personally attest to the existing problems with this intersection, problems that will be exacerbated by encouraging more traffic through this intersection, especially with canoe trailers and horse trailers.

4. Option 5b

I have read the comments of the City of Fresno in the Palm Bluffs River Access Feasibility Study Report May 2015. I am taken aback that the Conservancy staff or consultants would ignore the clear mandate of the board to study access at Palm and Nees in light of this extensive report commissioned by the City, which shows that it is clearly feasible to give vehicular access and parking at Palm and Nees.

Additionally, access at Palm and Nees at Alternative 5b makes sense given the bus route, property ownership by the City, being a commercial intersection, and donation of the 11.4 acre parking site.

As to the contention that because the parking area would be over an inert landfill it is not a feasible alternative, see the letter from Mehmet Noyan, a developer with long experience building on landfill areas, who has personal knowledge about the Palm Bluffs area and the site, in particular. It seems clear that the author chose to ignore the extensive comments as to the inert nature of the landfill provided in the City's May 2015 report.

The failure of the DEIR to directly address and study Alternative 5b underscores the issue of staff and consultant bias. It is my understanding that the Conservancy board directed that access at Palm and Nees be included in the study but it now

appears that the staff or consultant, or both, chose to overrule the board directive. CEQA requires that all alternatives must be considered and failure to properly include and study Alternative 5b is yet another reason why the DEIR is flawed and defective.

It has been reported that Conservancy staff made the decision to eliminate 5b from consideration. This is unfortunate and an overreaching interference into the prerogative of the board as CEQA allows consideration of the 5b Alternative even after circulation of the DEIR. Here, the City of Fresno has stated its opposition to Alternative 1 and its support for Route 5b, or a variation thereof. Why the Conservancy would not adopt 5b in the face of the opposition of the City, the demonstrated feasibility of 5b, the City's commitment to 5b, and the delay that will be occasioned by adopting Alternative 1 is unknown.

5. Disregard of the City of Fresno General Plan

Amazingly, the DEIR cites the reason for placing the trails closer to the residences as being consistent with the Trust's "Master Plan". This Master Plan is merely the wishes of a single, special interest, nonprofit organization. It is not an agency within the meaning of CEQA. Yet the City of Fresno, which is an agency, is completely disregarded as to the 2035 General Plan. This again raises the specter of staff bias. Someone has to have directed the consultant to ignore the General Plan of a sister agency - - and possible contributor to the future Operations and Maintenance ("O/M") need.

The General Plan specifically allows only pedestrian and cycle access at Riverview yet the DEIR at Alternative 1 directly contravenes the General Plan. Adoption of Alternative 1 will only result in unnecessary delay for the entire trail system.

It is simply unclear how, as a matter of law, an unelected Conservancy board can purport to override a General Plan adopted by the City of Fresno Council.

Another issue is to question why the Conservancy would go out of its way to pick a fight with the one agency that might help with O/M, security, force, etc.

On a related point, I attended the March 14 "informational meeting" at the Pinedale Community Center. There I met and participated in a person to person discussion with a Conservancy director who told us that we would never change his mind to support Alternative 3. When asked how he could support Alternative 1 given the City's opposition and General Plan he said **"the City will just have to get over it."** For director to knowingly and openly advocate an intentional violation of a City ordinance raises additional serious questions about the process. Moreover, how a director could openly say he is willing to violate an ordinance is unclear and probably a violation of an oath to obey the law. To disagree with a law is one thing; to flaunt it is quite another.

6. Bus Service

It is odd that the DEIR fails to mention that there is public transportation to both Palm and Nees and the Highway 41 bridge. It would seem that providing easy public transportation access would be a key consideration of the alternatives yet this important fact is omitted from the report.

The City already provides service to Valley Children's Hospital so arranging a bus stop at the bridge would be a simple thing to do and it would also give additional access to Woodward Park.

There is also a bus stop near Palm and Nees, and could be moved even closer to that access point making it even easier for those with physical disabilities to access the trail system.

To the contrary, there is neither bus service along Audubon nor any bus stop. Moreover, adding buses to the traffic at Audubon and Del Mar would only exacerbate the traffic problems at that intersection.

If environmental justice is truly a real concern one would expect that the availability of public transportation would be prominently referenced in the report as this is clearly a mitigating factor.

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7. Funding Omission

It is clear that there is presently no funding for O/M, fire, police, trash, etc. One has to question the wisdom of choosing among alternatives without knowing how much each alternative will cost to construct and without knowing how the system will be maintained (and patrolled and secured).

It is my understanding that there must be multiyear funding in advance of development and public access yet here the Conservancy in disregard of the established policy appears poised to select a course of action, without knowing how much it will cost nor how it will be maintained.

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8. Bias by Staff

As mentioned elsewhere in these comments, the public has to believe the process is fair. The Conservancy directors owe the public fair treatment and consideration. There should not be concern that the staff of the agency is biased for or against any alternative.

S

Here the impartiality of the Conservancy staff is questioned. As an example, see the Notice of Availability of a Draft Environmental Impact Report for the San Joaquin River Conservancy River West Fresno, Eaton Trail Extension Project attached as Exhibit A.

Note that the staff, in a **clear and unambiguous effort to sway the outcome** by drawing direct attention to "Environmental Justice" and to specifically say one alternative involves a "past landfill" has sought to bias the outcome. (Exhibit 1)

While both of these statements may be factually true in isolation, it is obvious that the staff intentionally chose to highlight issues that favor the position of interest one interest group over other competing groups and positions. In addition, at the public meeting of March 14, 2017, the staff specifically noted that Alternative 3 would violate the Trust Master Plan but made no mention of Alternative 1 violating the City's General Plan.

This is unfair bias and it brings into question the fairness of the entire process. Even without debating the technical merits of the proposed alternatives it must be shown that the approval process was without taint.

It is axiomatic that approval of the DEIR must be preceded by a meaningful public process.

Meaningful means that the Conservancy board must look beyond a checklist of environmental factors for approval. Meaningful means there must be an examination of the process and the information transmitted to the public. See Cal Admin Code Title 14.

Absent a meaningful process conducted without staff bias or favoritism the approval will be subject to a writ of mandate that requires recession of the approval pending true, full compliance with CEQA. The court can use its equitable powers and one has to believe a court would not find favor with such bias and interference with the process.

While most CEQA challenges are technical in nature, the meaningful public process is a due process requirement for a fair hearing and, here, there is sufficient doubt that the process has been meaningful due to potentially serious conflicts of interest described herein and due to the apparent staff and consultant bias referenced above and throughout these comments.

9. Environmental Justice is Not a Physical Factor

Environmental Justice is not an environmental factor that considered in evaluating a project, as is detailed in the Kinsey letter.

Here the term is used in a divisive manner, intended to drive an unnecessary wedge between community groups. It is not a physical factor and CEQA expressly states this shall not be treated as having a significant impact on the environment.

The misplaced thrust of the DEIR is that disadvantaged people will be inconvenienced by access only at Palm and Nees and by the Highway 41 bridge. Without data support other than precinct data, which does not show available transportation data, the study assumes that the people of Pinedale and other low income areas who desire access will need to drive the short distance to the bridge and this is an inconvenience and socially unfair. There is no proof of this contention.

However, if it is actually true that these residents do not have private transportation due to being disadvantaged they are much better off with access at Palm and Nees and Highway 41.

Palm and Nees is within easy walking distance to Pinedale. For those who live elsewhere in Fresno and do not have a car there is public transportation to both Palm and Nees and Highway 41 (via the City bus that goes to Valley Children's Hospital).

If the Conservancy is sincere about affording access to disadvantaged people, as it should be, access at Palm and Nees and Highway 41 is far superior to the long walk from Pinedale to the Riverview access point.

10. Delays in Constructing the Trail System

The typical CEQA lawsuit takes many months to be decided at the trial level. The appeal process takes many more months. If the Conservancy fails in litigation it will then be faced with another multi-month delay while the DEIR is redone.

Does it really make practical sense to directly contradict the City's General Plan and risk a multi-year delay, especially when there is a better, ready, practical and feasible alternative of Alternative 5b?

If the Conservancy does proceed to adopt Alternative 1 is it going to require that the Trust indemnify the Conservancy for the litigation costs? Why should the Trust have a free ride on the public's money?

11. Questionable Trail Location

Another important point involves the trail location. I support having the trail as proposed by Alternative 3. A trail near and along the river makes aesthetic and environmental sense as it will be more scenic and pleasing, avoid the inevitable scars from spur trails, discourage the illegal fires, camping and vagrancy, and provide a much

better fire buffer. Also importantly, the trails with Alternative 3 are more extensive and favored by cyclists and walkers. Why wouldn't more trails be preferable?

However, one of the many disconcerting things about the DEIR is the clear nexus between the Conservancy and the Trust.

An example of this bias is shown by the maps presented in the DEIR to show trail locations drawn by URS. See, as an example, the map showing Alternative 4-NO PARKING. A casual observer will note that the Trust and Conservancy appear to be sponsoring or recommending this alternative. This is hardly impartial. It says to any reader that the Conservancy, **without a vote**, accepts the position of the Trust. This is disconcerting given the nexus between the president of the Trust as a Senior Project Manager of URS, now AECOM. (Exhibit 2)

Moreover, URS was purchased by AECOM in 2014, the consulting group engaged by the Conservancy. Were the Conservancy directors told that the consulting they were engaging employed the president of the special interest group opposed to the City of Fresno's position on Riverview and the Coalition? How will this look in the newspapers? Even if there is no actual conflict of interest (and we do not know this) there is a clear perception issue. I suspect the directors have been kept in the dark on this.

If the Conservancy expects the public to believe that the process adopting the DEIR was fair, consideration to this favoritism must be given. Such apparent bias does not lead to public confidence in the process and poses a serious challenge.

12. Fire Protection Equipment

Thankfully there has been a good deal of rain this season but with the rain comes the threat of grassland fires.

The DEIR fails to adequately address the need for fire protection. There is no mention of whether the City even has equipment that can be used on wild fires in the river bottom.

It is far preferable for first responders to a fast moving wild fire in the river bottom through Palm and Nees than racing down Audubon, though the dangerous intersection at Del Mar through the neighborhood where potentially hundreds of residents would be attempting to flee through the only egress point and through a gate down to the river bottom. It will be a something short of a miracle that there would not be a substantial loss of property and possibly lives. Access for fire protection should be a part of the study.

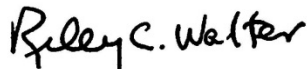
13. Fire and Safety

Paramount to all considerations must be fire and safety considerations. Having access at the bridge and Palm and Nees allows for two points of controlled access which promotes more public safety. Having the trail along the river creates a greater fire buffer. Avoiding more traffic congestion at Audubon and Del Mar lessens that safety concern.

Conclusion

I support having a properly designed and implemented trail system that allows for access to the people of the region. I oppose Alternative 1 and support Alternative 3, without vehicular access at Riverview, and 5b. Let's work together to get this done without litigation costs and delays.

Sincerely yours,



Riley C. Walter

Attachments

cc: Lee Brand, Mayor, City of Fresno – lee.brand@fresno.gov
Steve Brandau, Councilman, City of Fresno - steve.brandau@fresno.gov
Bruce Rudd, City Manager, City of Fresno - bruce.rudd@fresno.gov
John Kinsey, Attorney, Wanger, Jones, Helsey - jkinsey@wjhattorneys.com
John Laird, Secretary of National Resources Agency – secretary@resources.ca.gov

EXHIBIT 1

Eaton Trail Extension EIR



NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SAN JOAQUIN RIVER CONSERVANCY RIVER WEST FRESNO, EATON TRAIL EXTENSION PROJECT.

The San Joaquin River Conservancy proposes to extend the existing Lewis S. Eaton Trail by constructing a multipurpose trail extension and recreational amenities. The Eaton Trail would be extended approximately 2.4 miles, from the Perrin Avenue alignment near State Route 41 on the east to Spano Park on the west in Fresno County. The proposed Project would result in one significant unavoidable environmental impact related to Environmental Justice. One alternative to the proposed Project would be partially located on a past landfill.

Beginning February 15 through April 15, 2017, the Draft Environmental Impact Report (DEIR) is available for public review at the following locations:

- San Joaquin River Conservancy, 5469 E. Olive Avenue, Fresno, CA 93727
- Woodward Park Regional Library, 944 E. Perrin Avenue, Fresno, CA 93720
- Online: <http://sjrc.ca.gov/>

Please send written comments on the DEIR to Melinda Marks, Executive Officer, San Joaquin River Conservancy, 5469 E. Olive, Fresno CA 93727, or email them to Melinda.Marks@sjrc.ca.gov. **Comments must be postmarked or emailed by April 15, 2017.**

As part of the public circulation process, the Conservancy Board will hold an informational meeting on March 1 at 10:00 a.m., at 5469 E. Olive, Fresno CA 93727. No action will be taken at the Board meeting.

A second informational meeting will be held March 14, at 5:00 to 7:00 p.m. at the Pinedale Community Center 7170 N. San Pablo Ave., Fresno CA 93650. At 5:15 p.m. the Conservancy will make a brief presentation of the proposed project and DEIR followed by an open-house where Conservancy staff and consultants will be available to answer questions. Interested parties may arrive at any time.

If you have any questions or would like to request a copy of the DEIR, please contact Rebecca Raus, AGPA, at (559) 253-7324 or email Rebecca.Raus@sjrc.ca.gov.

EXHIBIT 2

AECOM completes acquisition of URS Corporation

AECOM announced today that the company has completed its acquisition of URS Corporation with broad support from stakeholders following approval of the merger agreement by URS' stockholders and the stock issuance proposal by AECOM's stockholders at each company's respective special stockholder meetings held on Oct. 16, 2014.

Source: <http://www.aecom.com/press/aecom>

Bart Bohn
Senior Program Manager at URS Corporation
URS Corporation
Fresno, California Area
43 connections

Source: [linkedin.com/in/bart-bohn-a4153130](https://www.linkedin.com/in/bart-bohn-a4153130) April 2017

CALMENTOR

"As an advocate of small business participation, Central Region has implemented a small business Architectural & Engineering (A&E) mentor-protégé program, also known as the "Calmentor." "

Source: <http://www.caltrans.ca.gov/d6/calmentor/>

CALMENTOR SPRING MIXER ATTENDANCE LIST April 2016
Attached

CALMENTOR SPRING MIXER

ATTENDEE LIST - 4/19/16

FIRM NAME	CITY	CONTACT/SIGNATURE	EMAIL	PHONE	Business Type
AECOM	Fresno	Bart Bohn	bart.bohn@aecom.com	(559) 313-0606	Engineering
Alta Vista Solutions	Richmond	Patrick Lowry	agranmark@altavistasolutions.com	(516) 832-0400	
AMC Consulting Engineers, Inc.	San Francisco	Ming-Chen (M.C.) Yu	mcyu@amccon.com	(415) 294-2249	
CALTROP	Sacramento	Peter Owen	powen@caltrop.com	(516) 437-7339 (525) 548-0895	Construction Management
Cornerstone Structural Engineering Group	Fresno	Shawn Cullers		(559) 320-3200	Structural Engineering
Cornerstone Structural Engineering Group	Fresno	Sandra Gregory	sgregory@cseg.com	(559) 320-3200	Structural Engineering
Designlab 252	Fresno	Scott Mears	scott@designlab252.com	(559) 472-9966	landscape
DHS Consulting	Fresno	Melanie Estes	melanie.estes@dhsconsulting.com	(714) 276-1135	PM, CM, Engineering Consulting Firm
Ghirardelli Associates	Roseville	Raewyn Lelo-Butcher	raewyn@ghirardelliassoc.com	(510) 708-7442	Construction Management
Geocon	Rancho Cordova	Darcy Taylor	taylor@geoconinc.com	(209) 814-7623	Engineering & Inspection Consultants
Harris Associates	Fresno	Michael Feist	michael.feist@weareharris.com	(559) 366-6415	
Huber & Huber Architects	Fresno	Ann Huber	ann@hharchitects.net	(559) 470-7721	Architects
Huber & Huber Architects	Fresno	Keith Huber		(559) 304-3015	Architects
Ken Ouse Process Systems	Snelling	Ken Ouse	kopsdesigns@gmail.com	(209) 485-2070	3D Model Design
MNS Engineers, Inc.	San Luis Obispo	Bruce Webber		692-6921	Construction Management
MNS Engineers, Inc.	Santa Barbara	Greg Chelini	Gchelini@mnsengineers.com	(805) 787-0326	Construction Management
MNS Engineers, Inc.	Santa Barbara	Aaron Hilton	ahilton@mnsengineers.com	(805) 787-0326	Construction Management
NCM Engineering Corporation	Fresno	Mark Gonzalez	mark.gonzalez@ncmcivil.com	(559) 492-3016	Transportation/Structural Eng Consultant

CALMENTOR SPRING MIXER

ATTENDEE LIST - 4/19/16

FIRM NAME	CITY	CONTACT/SIGNATURE	EMAIL	PHONE	Business Type
NV5 Inc.	Fresno	Todd George	todd.george@nv5.com	(559) 916-8849	A&E
NV5 Inc.	Fresno	Lori Goodwin	lori.goodwin@nv5.com	(559) 916-8849	A&E
NV5 Inc.	Fresno	Brad Riel	brad.riel@nv5.com	(559) 916-8849	A&E
NV5 Inc.	Fresno	Bryan Kroeger	bryan.kroeger@nv5.com	(559) 661-5220	A&E
O'Dell Engineering	Fresno	Joaquin Lopez	jlopez@odelleengineering.com	(559) 451-0395	
PB	Fresno	Mike Leonardo	leonard@m@pbworld.com	(559) 260-8620	
Rincon Consultants Inc	Fresno	Eric VonBerg	evonberg@rinconconsultants.com	(559) 229-6925	Environmental Consulting
Saito Associates Landscape Architects	Fresno	Ralph Kachadorian	kachalch@gmail.com	(559) 245-6618	Landscape Arch - Urban Planning
Smith-Emery	San Francisco	Beth Power	mbdp1390@gmail.com	(415) 642-7325	Laboratory & Inspection
Stantec Consulting Services	Fresno	Steve Strait	steve.strait@stantec.com	(559) 271-2650	Engineering; Environmental Consulting
Stantec Consulting Services	Fresno	JoEllen Strait	joellen.strait@stantec.com	(559) 271-2650	Engineering; Environmental Consulting
Synergistica, Inc.	Fresno	Jose Palacios	josepc@syngt.com	(800) 875-7921	Consulting
Valli Cooper Associates, Inc.	Emeryville	Rany Chek	rany.chek@vallicooper.com	(510) 446-8301	Construction Mgmt Consultants
Valli Cooper Associates, Inc.	Sacramento	Rick Kaufman	rick.kaufman@vallicooper.com	(916) 925-0952	Construction Mgmt Consultants
Valli Cooper Associates, Inc.	Emeryville	Keith Flaherty		(510) 446-8301	Construction Mgmt Consultants
VSCE Inc	Fresno	Jesus Vargas	jvargas@vsceinc.com	(559) 221-4906	Professional Engineering
VSCE Inc	Fresno	Santana Jimenez	sjimenez@vsceinc.com	(559) 221-4906	Professional Engineering
VSCE Inc	Oakland	Frank Sana	fsana@vsceinc.com	(510) 835-5001	Professional Engineering
VSCE Inc	Fresno	Gina		(559) 221-4906	Professional Engineering

Letter I-208 Response	Riley Walter April 15, 2017
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I-208A *This comment states that Alternative 1 is flawed because it is inconsistent with City General Plan policies and the findings of the impact analysis show access at Audubon and Del Mar is impractical.*

The EIR analysis studied multiple alternatives, including Alternative 1 that places vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. The Alternative 1 transportation analysis in FEIR Volume I, Section 5.6, concluded that impacts would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area on the City constructing and operating the traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, this impact would be significant and unavoidable.

See Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

I-208B *This comment states that Alternatives 3 and 5B are the best choices to provide residents with trails along the parkway.*

The commenters' support for Alternative 3 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. Alternative 3 results in a trail alignment that conflicts with policies of the Parkway Master Plan directed toward the protection of riparian resources and setbacks to provide adequate cover for wildlife movement. These conflicts are unavoidably significant as described in Volume I, Section 5.8.5 of this FEIR. Like the proposed project, Alternative 3 would not alter performance standards for public services such as response times or population-to-service ratios and would improve access to the River for emergency services. See Section 2.5, "Project Management Operations and Maintenance," in Volume I for the project activities that would minimize trespass and hazards.

I-208C *This comment states that environmental justice is not a factor to be considered under CEQA. The analysis also uses artificial baseline to evaluate this issue.*

See Section 4.2, "Environmental Justice Considerations," in Volume I of this FEIR for information about environmental justice considerations for the community at large, including access to the project area. The Partially Revised DEIR, circulated for public review after receipt of this comment, revised Section 4.2 to clarify and distinguish the analysis of potential disproportionate and adverse environmental effects from potential disproportionate levels of benefits of the project (access issue), which is a socio-economic consideration.

I-208D This comment states that there are conflicts of interests among staff that bias the approval process.

See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-208E This comment incorporates the comments from San Joaquin River Access Coalition.

See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-208F This comment states that environmental justice is not a factor to be considered in CEQA and use of Alternative 1 is not appropriate means to mitigation for this impact. DEIR uses artificial baseline to suggest project has impacts related to environmental justice.

See Section 4.2, "Environmental Justice Considerations," in Volume I of this FEIR for more information about the revised analysis of impacts on disadvantaged communities, including a discussion of accessibility of public transportation. The analysis distinguishes between socio-economic impacts and the availability of access to regional amenities that contribute to public health and welfare.

I-208G This comment states that Alternative 1 is not feasible because the City cannot issue approvals that are inconsistent with the General Plan. DEIR fails to recognize the significant land use impact associated with Alternative 1.

The EIR analysis studied multiple alternatives, including Alternative 1 that places vehicular access at the West Riverview Drive location. See the Alternative 1 transportation analysis in Volume I, Section 5.6 of this FEIR. Consistency with General Plan policies are found in Section 3.11, "Land Use and Planning," of the FEIR (Volume I).

I-208H This comment states that the DEIR fails to adequately analyze mitigation at the intersection of Del Mar and Audubon.

See response to comment I-208M. The analysis includes an evaluation of this intersection.

I-208I This comment is regarding rejection of alternatives that provide for parking at Palm and Nees makes the analysis deficient.

The development of alternatives to a project focused on the ability to meet project objectives while avoiding or lessening significant project impacts. The Conservancy considered multiple documents and reports including the Palm Bluffs River Access Feasibility report. See appendix I to this FEIR for this report.

I-208J This comment states that the EIR is deficient for failing to include all the alternatives analyzed by the City funded Palm Bluffs River Access Feasibility Report.

The Conservancy considered a reasonable range of alternatives sufficient to make an informed choice including those with different points of access, location of parking, and trail alignments. See response to comment 208 G& I.

I-208K This comment states that the EIR is deficient for failing to consider the City General Plan policies and the City's preferred location for parking.

See Section 3.11 in Volume I of this FEIR for an evaluation of project consistency with policies of the General Plan.

I-208L This comment states that AECOM staff have a conflict of interest due to fact they are preparing the EIR and are also represented on the Board for the San Joaquin River Trust.

See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required. The Conservancy is required to consider the information contained in the EIR and certify the document represents the independent judgement.

I-208M This comment states that the traffic study used in the EIR is flawed for not providing analysis of intersections and uses misleading traffic counts. Strongly discourages consideration of a round-about that would damage real property through acquisition of homeowner land. That alone makes the traffic study flawed.

Using the City-provided pedestrian/bicycle counts that were taken along the existing Eaton Trail near Fort Washington Road, and assuming the worst-case traffic scenario of the weekday

morning peak hour with all single-occupant vehicles, the operating condition of local intersections in the year 2025 was evaluated .operation using the City's actual counts from a local access point to the trail would not materially alter the conclusions of the supplemental traffic report and the analysis contained in the EIR remains valid. Refer to the revised Supplemental Traffic Study found in Appendix H2 of the FEIR (Volume I).

The intersection in question is presently identified as requiring improvements in the future condition by the City of Fresno. At the time the traffic signal warrants are triggered the City of Fresno would conduct engineering design to determine the configuration of this improvement. The Conservancy would not be undertaking this traffic improvement project and would not be responsible for determining the design, including determining any environmental impacts associated with that traffic improvement

I-208N This comment states that traffic at the intersection of Del Mar and Audubon during the morning and evening peak is very problematic and the traffic study is flawed for using misleading traffic counts.

See response to comment I-208M.

I-208O This comment states that Alternative 5B is clearly feasible for vehicle access and parking at Palm and Nees. Alternative 5B would place the parking and trailhead near existing bus route and commercial services. Development over an inert landfill is feasible and accomplished elsewhere in the City.

See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The EIR analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

I-208 P This comment states that the EIR completely ignores the policies of the City General Plan and places the Parkway Master Plan policies above those of the City, which is an agency under the definition of CEQA. Conservancy is ignoring City General Plan policies by considering Alternative 1.

See response to comment I-208G. Also see Section 3.11, "Land Use and Planning," of the FEIR (Volume I).

I-208Q This comment states that the EIR does not consider public transportation which is available to both Palm and Nees and the SR 41 bridge. Thoughtful placement of the bus stops could allow those with disabilities to access the project.

See Section 4.2, "Environmental Justice Considerations," in Volume I of this FEIR for more information about the revised analysis of impacts on disadvantaged communities, including a discussion of accessibility of public transportation. Public transportation including Fresno Area Express bus routes are described in Section 4.2.4 in Volume I of this FEIR.

I-208R This comment states that the Conservancy has no funding for operations and maintenance and the commentor is concerned about selecting an alternative when the cost to construct and operate each is unknown.

See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-208S This comment claims bias of staff toward particular alternatives

See response to comment I-208R.

I-208T This comment states that environmental justice is not a CEQA issue.

See response to comment I-208C.

I-208U This comment states that selection of Alternative 1 could result in delay and additional costs associated with opposition from interested parties and possibly could slow schedule.

The EIR analysis studied multiple alternatives, including Alternative 1 that places vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area on the City constructing and operating the traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, this impact would be significant and unavoidable.

I-208V This comment states that the best location for the trail is along the River as depicted under Alternative 3.

See response to comment I-208R.

I-208W This comment claims bias of staff toward particular alternatives

See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

I-208X This comment states that the DEIR fails to address potential fire hazards and that emergency responders would have better access to the River bottom by using the Palm/Nees intersection which is in a commercial setting as opposed to traveling through residential streets. Placement of the trail alignment near to the River provides a greater buffer for residential uses on the bluff.

See Section 3.15, Public Services, of the FEIR (Volume I) for discussion of impacts on emergency services while potential fire hazards are considered in Section 3.9 Hazards and Hazardous Materials. The proposed Project would not result in significant impacts with application of best management practices.

LETTER I-209:
Anna Wielicki, April 15, 2017

I-209

From: [Anna K. Wielicki](#)
To: [Melinda Marks](#)
Subject: Alternative 3 and SB
Date: Saturday, April 15, 2017 7:38:35 PM

Fresno, April 14, 2017

Ms. Melinda Marks, Executive Officer

San Joaquin River Conservancy

5469 E. Olive

Fresno, CA 93727

Dear Ms. Marks,

As a resident of City of Fresno for the last 33 years I am writing this letter in support of your effort to develop San Joaquin River Parkway into a functional and sustainable amenity that will contribute to the improvement of a life style of all citizens of our city. Specifically, I would like to urge you to consider Alternative 3 regarding access to the Parkway from Hwy 41 and Ness / Palm intersections and here is why:

1. **Safety:** I have lived in the Bluffs neighborhood for the last 20 years and can testify to the fact that traffic problems have been growing there at an accelerating pace especially at the access point on Audubon and Del Mar. Declaring it as an access point to the Parkway (Alternative 1) would render this intersection virtually unusable and greatly jeopardize safety of not only Bluff residents but also thousands of commuters who are already passing through this intersection every day from Palm Avenue toward Friant.

2. **Functionality of the trails:** It is obvious that the main attraction of the Parkway will be San Joaquin River; therefore it follows that the path or walkway should be as close to the water as possible. Fully functional trail requires easy access by the fire department, police, paramedics as well as visitors hauling variety of sport equipment like bikes, jet skis, kayaks or horses. Jamming residential area with this kind of traffic would be clearly dangerous to all involved, while Alternative 3 resolves this problem by utilizing Hwy 41 area and nonresidential area of Palm and Ness.

3. **Sustainability of the solution:** we all know that project of this magnitude can be successful only with the continuous commitment of resources and support of citizens. I think you would be surprised knowing how many Bluff residents are ready to support this project. In spite of some misguided attempts to paint us as elitists we actually represent extremely diversified group of people coming from different ethnical, cultural and racial backgrounds. As someone who was born and raised in Europe I can really appreciate an idea of creating nature friendly, livable city zone to be enjoyed by all. And yes – “we DO want it in our backyard”! We just want it to be designed the way which will foster our long term support for this project versus turning the whole neighborhood against it. This way is – Alternative 3, designating two access points to the Parkway at Hwy 41 and Palm / Ness intersection (as suggested by the City of Fresno General Plan for 2035).

Dear Mrs. Marks, we live in a divisive world when lots of great ideas get lost in an ugly political game. I remain hopeful that you and your Board in its wisdom will make a right decision that will make people like me to write their next check to support your project instead of contributing to litigation cost to defend the safety of our neighborhood. Much too many great ideas have been buried or stalled this way in our country. Let's safe this project together.

Sincerely,

Anna Wielicki,
8753 N Glenn, Fresno CA 93711
Ph# (559) 288-3424

D

Letter	Anna Wielicki
I-209	April 15, 2017
Response	

I-209A This commenter opposes Alternative 1 as it would overburden the intersection of Audubon and Del Mar.

The EIR analysis studied multiple alternatives, including Alternative 1 that places vehicular access at the West Riverview Drive location. Similar to with-project conditions, all roadway segments under Alternative 1 have sufficient capacity to accommodate added traffic and still operate at an acceptable LOS. However, traffic volume is anticipated to increase because visitors would turn at the Audubon Drive/Del Mar Avenue intersection, which may result in accidents and add to traffic delays at Del Mar Avenue. See Section 5.6 in Volume I of this FEIR, which concluded that the potentially significant impact would be reduced to less than significant by conditioning construction of the West Riverview Drive vehicle entrance and parking area on the City constructing and operating the traffic improvements identified in Mitigation Measure Alt. 1–Traffic-1. Because this mitigation measure requires approval and action by the City of Fresno and the Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency, this impact would be significant and unavoidable.

I-209B This comment expresses support for Alternative 3 as it provides easy access by the fire department, police, paramedics as well as visitors hauling variety of sport equipment like bikes, jet skis, kayaks or horses. Jamming residential area with this kind of traffic would be clearly dangerous to all involved, while Alternative 3 resolves this problem by utilizing Hwy 41 area and nonresidential area of Palm and Nees.

Alternative 3 would require additional mitigation measures beyond those of the proposed project and this trail alignment conflicts with policies of the Parkway Master Plan. The proposed project includes multiple points of access. Pedestrian and bicycle access is provided at four locations: Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. Vehicular access and a parking lot would be from the Perrin Avenue undercrossing of SR 41. Consistency with the General Plan is fully evaluated in Section 3.11 (see Volume 1) of the FEIR that includes consideration of the Bluff Protection Overlay.

I-209C This comment expresses support for Alternative 3 designating two access points to the Parkway at SR 41 and Palm/Nees intersection consistent with the City of Fresno General Plan.

See response to Comment I-209B.

I-209D The commenter seeks to work with Conservancy to develop a design that all can support.

See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

LETTER I-210:
Vincent Yau, April 15, 2017

I-210

From: [Vincent Yau](#)
To: [Melinda Marks](#)
Subject: Eaton - Trail - Extension
Date: Saturday, April 15, 2017 4:41:05 PM

Dear Ms. Marks,

After reviewing all options, I strongly feel that Alternative 3 and 5B are more appropriate since commercial areas are designed to accommodate substantially higher traffic flow than residential area as in Alternative 1.

I sincerely hope that Alternative 3 and 5B be approved.

Thank you for your time and consideration.

Regards,

Vincent Yau
233 W. Riverridge Ave
Fresno, Ca. 93711

A

Letter I-210 Response	Vincent Yau April 15, 2017
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I-210A The commenter supports selection of Alternatives 3 and 5B, which are proposed along roadways designed to carry higher traffic volumes than the residential streets that would carry traffic under Alternative 1

See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

LETTER I-211:
Bill and Marlene Youpel, April 15, 2017

I-211

From: [Marlene Youpel](#)
To: [Melinda Marks](#)
Subject: Fresno River West Project
Date: Saturday, April 15, 2017 12:42:39 PM

We are writing in regards to the Fresno River West Project. We have been residents of The Bluffs for 17 years. We truly appreciate the beauty and value that the San Joaquin River bottom has to offer the community and visitors. We agree that preservation and being true custodians of this jewel is necessary. We also concur that making the river bottom accessible to everyone is valuable as well. However, in reviewing the suggested proposed projects #1 - 5b by the San Joaquin River Conservancy, we can only truly support Project 5b. Public access and parking near Palm/Nees is the only one that makes sense! Traffic on Audubon today has made it nearly impossible dangerous for anyone either on foot, on a bicycle or in an automobile to cross Audubon. Your suggestion to put a roundabout or signal at Audubon and Del Mar is preposterous and dangerous! We strongly recommend that you go forward with planning access and parking at Palm / Nees!

Thank you

Bill and Marlene Youpel
490 West Bluff Avenue
Fresno, CA
559-696-3636

A

Letter I-211 Response	Bill and Marlene Youpel April 15, 2017
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I-211A *This commenter supports Alternative 5b. This design provides good public access and parking near Palm/Nees avoids increasing traffic on Audubon. The comment opposes placement of either a roundabout or signal at Audubon and Del Mar.*

See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The EIR analysis found that Alternative 5B would require mitigation measures beyond those for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay, and to address the potential for exposure to hazardous materials associated with operation of a former landfill.

LETTER I-212:
Andrea De Zubiria, April 15, 2017

I-212

From: [Andrea De Zubiria](#)
To: [Melinda Marks](#)
Subject: River West Project
Date: Saturday, April 15, 2017 12:26:19 AM

Dear Ms Marks,

As a resident of Fresno County, I hope that as many ways to access the River West Project as possible will be approved. I understand that there are three access points under consideration and I believe it is important to approve all of them to create equitable access to our natural assets .

Thank you
Sincerely,
Andrea De Zubiria

A

Sent from my iPhone

Letter I-212 Response	Andrea De Zubiria April 15, 2017
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I-212A The commenter supports providing vehicle access at all three locations under consideration to create equitable access to the natural assets along the River.

See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

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Comments and Responses on the August 2017 Partially Revised DEIR

Table 2-10 lists the comments on the August 2017 Partially Revised DEIR received from individuals during the public review period. The table identifies authors, comment dates, and comment letter identification codes. Each comment letter received is reproduced in its entirety below. The responses to comments directly follow each letter.

Table 2-9 List of Written Comments on the August 2017 Partially Revised DEIR Received from Individuals		
Commenting Entity Author	Date	Comment Letter ID
John P. Kinsey (Wanger, Jones, Helsey LLP, for the San Joaquin River Access Coalition)	September 28, 2017	RI-1
Rosemary Andrew	September 27, 2017	RI-2
Arturo Arias	October 3, 2017	RI-3
Fernando Baca	October 3, 2017	RI-4
Joyce Barsarian	September 28, 2017	RI-5
Barry and Rosemarie Bauer	September 28, 2017	RI-6
Thomas J. Bohigian	October 3, 2017	RI-7
Jeffrey M. Reid (McCormick, Barstow, Sheppard, Wayte & Carruth LLP, representing Cliff Tutelian and Tutelian & Co.)	September 12, 2017	RI-8
Christopher A. Brown	October 2, 2017	RI-9
Richard Carpenter	August 31, 2017	RI-10
Wendy Dockstader	October 3, 2017	RI-11
Melissa Dominguez	October 3, 2017	RI-12
Juan Esparza Loera	October 3, 2017	RI-13
Linda Foster	September 26/ October 3, 2017	RI-14
Begered Ghazi	October 3, 2017	RI-15
Runak Ghazi	October 3, 2017	RI-16
Rhoda Gonzales	September 28, 2017	RI-17
David Grubbs	October 1, 2017	RI-18
Stephen Gulley	September 28, 2017	RI-19
Darryl Hanoian	September 29, 2017	RI-20
Susan Haskell	October 3, 2017	RI-21
Ellen Hemink	October 2, 2017	RI-22
Pat Howe	October 3, 2017	RI-23

Table 2-9 List of Written Comments on the August 2017 Partially Revised DEIR Received from Individuals		
Commenting Entity Author	Date	Comment Letter ID
Erica Hurtado	October 3, 2017	RI-24
Steve and Kathy Jackson	October 1, 2017	RI-25
George Madrid	October 4, 2017	RI-26
Jonelle Mejia	October 3, 2017	RI-27
Eric Olson	October 3, 2017	RI-28
Marcella Osterhaus	October 1, 2017	RI-29
Sarah Parkes	October 3, 2017	RI-30
Staceyann Perez	October 3, 2017	RI-31
Dale and Debbie Prialux	October 3, 2017	RI-32
R. L. Chip Putnam	September 19, 2017	RI-33
Rick Ransom	September 26, 2017	RI-34
Jim Richardson	September 26, 2017	RI-35
Susan Schweda	September 29, 2017	RI-36
Michelle Hanrahan Shafer	October 3, 2017	RI-37
Laura Silberman	October 2, 2017	RI-38
Susan Staicer	October 2, 2017	RI-39
Clare Statham	October 2, 2017	RI-40
Carol Van Dyne	September 28, 2017	RI-41
Gerald Vinnard	September 23, 2017	RI-42
Kristine Walter	October 3, 2017	RI-43
Katie Wara	October 3, 2017	RI-44
Anna Wattenbarger	October 3, 2017	RI-45
Peter E. Weber	October 2, 2017	RI-46
William and Marlene Youpel	October 3, 2017	RI-47
Tom Zimoski	October 3, 2017	RI-48

LETTER RI-1:

John P. Kinsey (Wanger, Jones, Helsey LLP, for the San Joaquin River Access Coalition),
September 28, 2017

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September 28, 2017

VIA EMAIL & UNITED STATES MAIL

Melinda Marks, Executive Officer
SAN JOAQUIN RIVER CONSERVANCY
5469 E. Olive Avenue
Fresno, CA 93727

**Re: River West Fresno, Eaton Trail Extension Project:
San Joaquin River Access Coalition's Comments on
PRDEIR (State Clearinghouse No. 2014061017)**

Dear Ms. Marks:

My law firm represents the San Joaquin River Access Coalition (the "Coalition"), an organization comprised of homeowners who reside west of State Route 41 and north of Nees Avenue within the City of Fresno. This letter provides comments on behalf of the Coalition on the Partially Revised Draft Environmental Impact Report, State Clearinghouse No. 2014061017 (the "PRDEIR") for the San Joaquin River Conservancy's ("Conservancy") proposed River West Fresno, Eaton Trail Extension Project (the "Project").

The Coalition desires the Project to move forward expeditiously, and in a manner that provides reasonable access at existing transportation hubs, such as the Palm & Nees intersection. That is why the Coalition and numerous other stakeholders – including affected public agencies, community groups, developers, and residents – have rallied around Alternative 5b.¹ As a result, the Coalition is pleased to see that the Conservancy corrected several of the

¹ As stated previously, the Coalition supports Alternative 5b, which should be combined with Alternative 3 to ensure the Project conforms with the City of Fresno's 2035 GPU Policy POSS-7-g [the "trail alignment should, at the greatest extent possible, be located along and/or near the river for maximum public enjoyment, view and access to the river by all users, and to allow for the best possible fire and public safety buffer for adjacent property owners . . ."].)

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material legal deficiencies in response to the Coalition's April 13, 2017, letter concerning the Draft EIR for the Project. Among other things, the PRDEIR has been modified to (i) include an analysis of Alternative 5b, which is supported by the vast majority of the affected stakeholders; (ii) include an analysis of intersections affected by the Project, including the Audubon Drive/Del Mar intersection; (iii) remove socio-economic issues such as environmental justice as stand-alone environmental impacts; (iv) correct the use of different environmental baselines for different impacts; and (v) address the Project's adherence to the goals and policies of the Bullard Community Plan.

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That being said, while the PRDEIR addresses *some* of the issues raised by the Coalition and other members of the public, the PRDEIR remains materially deficient, particularly with respect to its revised discussion of Alternative 1. Due to these significant defects, the PRDEIR is insufficient under CEQA to the extent the Conservancy seeks to approve Alternative 1, or any other iteration of the Project that contemplates access to the Project at Riverview Drive.

**A. Due to the Changes in the PRDEIR, the Conservancy Cannot Make
The Findings Necessary to Approve Alternative 1**

As revised, the PRDEIR makes plain that the Project would not have any significant and unavoidable environmental impacts. In contrast, Alternative 1 would result in potentially significant environmental impacts as to traffic at the Del Mar/Audubon intersection, which the PRDEIR characterizes as "significant and unavoidable." As a result of these and other conclusions, the Conservancy may not approve Alternative 1.

First, while a lead agency may approve a project alternative in lieu of the project under some circumstances, this is typically appropriate only where the "agency finds that the alternative will be *less* environmentally damaging than the project as proposed." (Kostka & Zischke, *Practice Under the California Environmental Quality Act* (2017) § 17.11 at 17-13 [emphasis added].) This is because CEQA's purpose is to *prevent* significant damage to the environment through the analysis of alternatives that could reduce a project's environmental effects. (See *id.*; see also, e.g., Pub. Resources Code, § 21002 [finding that "public agencies should not approve projects as proposed if there are feasible alternatives . . . which would substantially *lessen* the significant environmental effects of such projects," and CEQA's procedures "are intended to assist" lead agencies in identifying project alternatives that "will *avoid* or substantially *lessen* such significant effects"] [emphasis added].) Here, all of the potential impacts associated with the Project itself can be reduced to a less than significant level

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with mitigation. Alternative 1, in contrast, would result in significant and unavoidable impacts that the Conservancy itself recognizes.²

Similarly, Section 15043 of the CEQA Guidelines provides that a “public agency may approve a project even though the project would cause a significant effect on the environment” *only if* the agency makes a finding that (a) there “is no feasible way to lessen or avoid the significant effect,” *and* (b) the benefits of the project outweigh the policy of reducing or avoiding the project’s significant environmental impacts. (CEQA Guidelines, § 15043.) In this case, the Conservancy cannot make the finding under Section 15043(a) for Alternative 1. This is because the significant and unavoidable impacts associated with Alternative 1 could be lessened (and, in fact, avoided) through the selection of either the Project or Alternative 5b (as neither of those alternatives would create significant and unavoidable traffic impacts to the Del Mar/Audubon intersection).

In short, because the Project has no significant and unavoidable environmental effects, while Alternative 1 does, the Conservancy’s selection of Alternative 1 would be impermissible under CEQA.³ (See CEQA Guidelines, § 15043.)

B. The PRDEIR’s Avoidance of Alternative 1’s Inconsistency With the General Plan Violates CEQA, and is also Based on Inaccurate Legal And Factual Assertions

One of the primary controversies in this proceeding stems from the failure of the Conservancy and its environmental document to respect and adhere to the land use policies and goals established by the Conservancy’s sister agencies, including the City of Fresno. This is particularly true with respect to the fact that Alternative 1 is directly contrary to Policy POSS-7-g of the City of Fresno’s 2035 General Plan Update.

The PRDEIR suggests that the Conservancy need not recognize any inconsistencies between the Project and any local land use agency’s plan-level documents because “the City’s of Fresno’s General Plan is not an ‘applicable’ plan under CEQA Guidelines section 15125, subdivision (d),” and that any analysis of “[t]he consistency with local plans in this document is discussed for informational purposes only.” (PRDEIR at 5-6.) Based on this statement, the PRDEIR concludes that “Alternative 1, to the degree the project includes only

² In addition, Alternative 1 would create significant land use impacts because it would contravene the goals and policies of the City of Fresno’s 2035 General Plan, which the DEIR and PRDEIR have impermissibly declined to recognize, as discussed *infra*.

³ As the Conservancy is aware, Alternative 5 contemplates access through an easement under which the property owner asserts that reciprocal vehicular access through Riverview Drive must be provided to the public. As a result, the same constraints discussed in this section apply with equal force to Alternative 5.

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activities on state owned land, does not conflict with an applicable land use plan or policy. **No impact** would occur.” (PRDEIR at 5-6 [emphasis in original].)

This conclusion is unsupported by law or fact. First, even if the Project only contemplated construction on “state owned land” – which is factually inaccurate – agencies such as the Conservancy may not side-step an analysis of consistency with local plan-level documents. Specifically, Section 65402 of the Government Code provides that a “local agency,” which includes the Conservancy⁴:

[S]hall not . . . construct or authorize a public building or structure, in any county or city, if such county or city has adopted a general plan or part thereof and such general plan or part thereof is applicable thereto, until the location, purpose and extent of such acquisition, disposition, or such public building or structure have been submitted to and reported upon by the planning agency having jurisdiction, as to conformity with said adopted general plan or part thereof.

(Govt. Code, § 65402.)

While *some* of the land at issue may be owned by the State of California, much of the riverbottom property upon which the Project will be constructed, including the proposed expansion of Riverview Drive, is owned by other persons/entities (including the City), (see DEIR at 3-7), and is located within the City’s municipal boundary (as well as the planning area included within the 2035 General Plan). (See DEIR at 3-5 [“All 358 acres of the study area are within the city limits of Fresno.”].) Alternative 1 specifically contemplates the construction of buildings and other “structures” within the City’s boundaries, including (i) parking facilities, (ii) trails, (iii) restroom buildings, and (iv) a traffic signal and/or a roundabout at the Del Mar/Audubon intersection. (See, e.g., DEIR at 2-6, 5-4; *id.* at Figure 5-1.) Because the term “structure” includes any object that is “constructed,” (see *Merriam-Webster’s Dictionary* [“Structure: something (such as a building) that is constructed”]), and the project is located within the City of Fresno, Section 65402 plainly applies.

But even if Section 65402 did not apply – contrary to the plain language of the statute – a lead agency cannot avoid analysis of an environmental impact on the basis that it is not required to comply with local laws. The Conservancy’s position in the PRDEIR finds no support in the law, and would essentially turn CEQA on its head. When analyzing environmental impacts caused by a project, the question is whether the project will affect the environment, **not** whether the lead agency has permission to construct the project. While the legality of a lead agency’s actions with respect to the project may be relevant to issues

⁴ The Conservancy is a “local agency” under Section 65402 of the Government Code. (Govt. Code, § 65402 [defining “local agency” as “an agency of the state for the local performance of governmental or proprietary functions within limited boundaries”].)

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concerning feasibility (such as the feasibility of a project alternative) or perhaps overriding considerations, (see Pub. Resources Code, § 21081, subd. (a)(3)), whether an activity is legal or otherwise authorized is simply irrelevant to an agency's determination as to whether there is an environmental impact associated with a project under CEQA. Indeed, if an EIR could exclude from analysis all activities that are legal or that could be authorized by a public agency, there would usually be nothing left for an EIR to study. This is particularly important here, because Alternative 1 would subvert the goals and policies of plan-level documents adopted by the City of Fresno, which of course would result in a significant impact to the integrity of the City's 2035 General Plan.

The Conservancy's position is also contrary to the positions taken elsewhere by the Conservancy. For example, the environmental documents for both the Project and the Conservancy's Master Plan address potential inconsistencies between the above projects and local plan-level documents. For example, the Draft EIR for the Project specifically recognizes that components of the Project will require permits and/or agreements from the City of Fresno, (Draft EIR at 3-149), and that the land use impacts would be significant if the Project "conflict[s] with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project . . ." (*Id.* at 3-148.) The Master Plan EIR, in turn, recognizes that the proposed master plan "would have a significant impact if it conflicted with applicable land use plans, policies, or regulations," (see Master Plan EIR at 4.10-13), and the analysis of consistency in the Master Plan EIR specifically addresses whether portions of the plan located on state-owned property would be consistent with local plan-level documents.

The various environmental documents prepared by the Conservancy are also internally inconsistent on the treatment of land use impacts, and (nearly everywhere else), suggest inconsistencies with the City's plan-level documents are relevant to determine whether a Conservancy project would result in a significant land use impact. For example, the portions of the DEIR for the Project that discuss the "Project" itself specifically refer to access at Riverview to support a finding of consistency, and even cite Policy POSS-7-g to support the finding of consistency. (See DEIR at 3-149 ["The project would include public pedestrian and bicycle access to the project site via an existing entrance to the Bluff Trail at River View [*sic*] Drive. . . . Therefore, the project would be consistent with Policies **POSS-7-g** and POSS-7-I of the General Plan Update 2035."] [emphasis added].) It is wholly unclear why the Conservancy believes Policy POSS-7-g is relevant for purposes of analyzing land use impacts for the Project, but the same policy is not relevant to the analysis of Alternative 1. Stated simply, the Conservancy cannot on the one hand assert that access at Riverview Drive supports a finding that the Project is consistent with the 2035 General Plan, yet on the other hand assert elsewhere that – where an alternative departs from the 2035 General Plan – any analysis of the same policy is irrelevant.⁵

⁵ The inconsistency between how the PRDEIR analyzes land use impacts for the Project, compared to Alternative 1, is also demonstrated by the fact that the PRDEIR finds the land use

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Further, the DEIR specifically identifies the City of Fresno as a “responsible agency” that may be required to use the EIR for permits and other discretionary actions required to implement the Project. The City, however, cannot act in a manner that is contrary to its own 2035 General Plan, rendering Alternative 1 infeasible (because subsequent approvals legally cannot be effectuated by the City acting as a responsible agency). This is because subsequent actions by the City “*must* be compatible with the objectives and policies of the general plan.” (*Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 782 [emphasis added] [citing *Families Unafraid to Uphold Rural etc. County v. Board of Supers.* (1998) 62 Cal.App.4th 1332, 1336].) Because the policy at issue here is specific, mandatory, fundamental, and clear, and Alternative 1 (or any other alternative that would contemplate access at Riverview Drive) would be inconsistent with the 2035 General Plan, whether the Conservancy owns some of the properties that may be used for access is simply irrelevant.

In addition, the Conservancy’s refusal to recognize the plan-level inconsistency is premised on inaccurate factual assumptions. Specifically, the PRDEIR suggests that Alternative 1 supposedly only includes “activities on state owned land,” and “the City’s of Fresno’s General Plan is” therefore supposedly “not an ‘applicable’ plan under CEQA Guidelines section 15125, subdivision (d)” (PRDEIR at 5-6.)

This assertion is factually erroneous. The PRDEIR recognizes that *Alternative 1* would create “potentially significant” traffic impacts on the Audubon Drive/Del Mar Avenue intersection, which is *not* located on property owned by the Conservancy, but rather the City of Fresno and several private residents. To mitigate this impact, the Conservancy concedes it would need to install “either a trafficsignal [*sic*] or other effective traffic control such as a traffic roundabout *designed by the City*” to improve access, (PRDEIR at 5-7 [emphasis added]), and that the City’s cooperation would be required to install the facilities on City property. (See *id.* at 5-8; see also DEIR at 5-16 [“The Conservancy shall share with the City, on a pro rata basis, the cost of installing either a traffic signal or other effective traffic control such as a traffic roundabout, designed by the City for the Audubon Drive/Del Mar Avenue intersection.”].) The Draft EIR likewise recognizes that various other permits and agreements will be required for the Project and Alternative 1. (Draft EIR at 3-149.) Thus, because Alternative 1 specifically contemplates improvements on City-owned property, and the City’s cooperation is required to install any facilities at the Audubon Drive/Del Mar Avenue intersection, the Conservancy may not assert (i) that all of the activities contemplated under Alternative 1 will occur on “state owned land,” or (ii) that the 2035 General Plan is not an “applicable” plan-level document

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impacts of the Project to be “less than significant,” (see PRDEIR at 3-7), while the same document asserts there is “no impact” as to land use for Alternative 1. (PRDEIR at 5-6.)

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“under CEQA Guidelines section 15125, subdivision (d)” (Cf. PRDEIR at 5-6 with *id.* at 5-7; DEIR at 5-16.)⁶

In short, the PRDEIR’s analysis of Alternative 1 is legally deficient under CEQA, and based on erroneous legal and factual assumptions. The Conservancy therefore may not legally approve Alternative 1.⁷

C. The PRDEIR Impermissibly Defers Analysis, and Contains an Insufficient Level of Analysis Regarding the Mitigation for Alternative 1

As recognized in the PRDEIR, the selection of Alternative 1 would result in potentially significant traffic impacts at the Del Mar Avenue/Audubon Drive intersection. The PRDEIR finds that mitigation would be necessary to reduce this impact, and that mitigation would include the installation of “either a trafficsignal [*sic*] or other effective traffic control such as a traffic roundabout designed by the City” (PRDEIR at 5-7.) There is no detail or discussion in the PRDEIR about the configuration of the signal or roundabout; when the construction of the facilities would be required, or how the facilities would be funded. Rather, the measure simply asserts “[t]he Conservancy would negotiate a fair-share contribution to fund these traffic safety improvements.” (PRDEIR at 5-7.)

This discussion is inadequate for several reasons. First, there is no discussion in either the DEIR or the PRDEIR about the impact of the facilities on adjacent homes. Specifically, in their April 13, 2017, letter, the Coalition provided substantial evidence, supported by expert opinion, that the facilities would likely create their own significant environmental effects. Among other things, a traffic signal and/or roundabout may (i) encroach upon existing residences, including driveways, back yards, and ancillary structures, (see Smith

⁶ For similar reasons, the PDEIR may not permissibly avoid discussion of the Project’s inconsistency with the City of Fresno’s 2035 GPU Policy POSS-7-g, which provides that the “trail alignment should, at the greatest extent possible, be located along and/or near the river for maximum public enjoyment, view and access to the river by all users, and to allow for the best possible fire and public safety buffer for adjacent property owners” This is particularly relevant to Alternative 3, which contemplates a river-side alignment for the trail, and Alternative 5b, which presents significant opportunity to link the proposed parking lot at Palm & Nees with a river-side trail along existing roads.

⁷ Most of the above concerns are equally applicable to Alternative 5 (Palm and Nees Access). This is because Alternative 5 contemplates access through real property over which an easement has been recorded that purports to require reciprocal access to the Project at Riverview Drive. Thus, any arguments concerning Alternative 1’s inconsistency with the 2035 General Plan, and the Conservancy’s failure to recognize or analyze that inconsistency, are equally applicable to Alternative 5.

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Report at 6-7); (ii) create noise impacts associated with vehicles (including heavy trucks) accelerating and decelerating, the installation of such facilities could result in the condemnation of several residences; (iii) result in inconsistencies with San Joaquin River Parkway Master Plan Policy LP2, which provides that “[n]o land shall be acquired for the Parkway by the San Joaquin River Conservancy by the exercise of eminent domain”; (iv) result in significant health and safety impacts associated with a visually-shielded intersection with motorists accelerating downhill on the S.R. 41 overpass; and (v) inconsistencies with the City of Fresno’s 2035 General Plan, including both POSS 7-g and other provisions regarding the preservation of scenic corridors, (2035 GPU at 4-35). Although CEQA specifically requires the discussion (and identification of mitigation) for potentially significant environmental effects caused by mitigation measures themselves, (CEQA Guidelines, § 15126.4(a)(1)(D); *Stevens v. City of Glendale* (1981) 125 Cal.App.3d 986), the PRDEIR continues to be devoid of any such analysis.

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The PRDEIR also continues to impermissibly defer mitigation because Mitigation Measure Alt. 1 – Traffic-1 continues to contain no detail regarding the design and funding of the contemplated facility to some future date. (See CEQA Guidelines, § 15126.4(a)(1)(B).) And none of the exceptions that would allow the Conservancy to defer the formulation of mitigation exist here. (See, e.g., *id.*; *POET, LLC v. Air Resources Board* (2013) 218 Cal.App.4th 681, 735.)

There is also no evidence the facilities are feasible. This is a fatal defect in the PRDEIR because San Joaquin River Parkway Master Plan Policy LP2 provides that “[n]o land shall be acquired for the Parkway by the San Joaquin River Conservancy by the exercise of eminent domain.” Similarly, the City of Fresno may not approve a signal or roundabout at the Del Mar/Audubon intersection to facilitate access to the Eaton Trail through Riverview because any such action would result in an inconsistency the City’s 2035 General Plan, as explained above.⁸

In short, the analysis of the mitigation measure proposed for Alternative 1 is insufficient, and cannot serve as a basis for the Conservancy to consider Alternative 1.

D. The PRDEIR Erroneously Concludes Alternative 4 Would Have Potentially Significant Environmental Effects

Alternative 4 is the “No Parking” alternative. The PRDEIR concludes that Alternative 4 would result in “potentially significant” environmental impacts due to visitors “creating noise and traffic congestion during peak periods while searching for parking, due to the

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⁸ Again, because Alternative 5 contemplates access through real property over which an easement has been recorded that purports to require reciprocal access to the Project at Riverview Drive, all of the Coalitions concerns regarding the adequacy of mitigation at Aububon/Del Mar are equally applicable to Alternative 5. Likewise, the PRDEIR’s discussion of Alternative 5 is insufficient because it does not discuss any of these issues.

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lack of accessible parking . . .” (PRDEIR at 5-18.) There is no substantial evidence in the record to support this conclusion.

First, neither the DEIR nor the PRDEIR include any fact-based estimate of potential vehicular demand for the trail. Rather, the traffic analysis for Alternative 4 is extrapolated from the DEIR’s discussion of trip generation for the “Project.” The trip generation figures for the Project, in turn, were not based on any calculation of actual demand, but simply how much parking would be available at the Perrin lot, based on drawings by an architect (who is not a traffic consultant or qualified to give opinions regarding parking demand). Thus, any conclusion that there would be insufficient parking under Alternative 4 is unsupported by any evidence in the record.

But even if there was evidence in the record supporting the PRDEIR’s conclusions regarding trip generation, there is no evidence to support the conclusion that the lack of parking would result in potentially significant environmental effects. As an initial matter, the lack of parking, in itself, is not a significant environment effect. Rather, the inconvenience associated with not being able to find adequate parking is merely a “social impact,” not an environmental impact for which a significant impact under CEQA may be found. (See *San Franciscans Upholding the Downtown Plan v. City & County of San Francisco* (2002) 102 Cal.4th 656, 697; accord Pub. Resources Code, § 21099, subds. (b)(3), (d)(1) [adequacy of parking “shall not support a finding of significance,” and “parking impacts . . . shall not be considered significant effects on the environment”].)

Nor is there any evidence in the record to suggest that any lack of parking in this case would result in indirect environmental effects. While the PRDEIR suggests visitors unable to find parking would allegedly “create noise,” there are no studies in the record or attempt to measure noise levels to determine whether they would exceed any applicable decibel level or other threshold of significance. (Cf. DEIR at 3-157 [referencing ambient noise levels stated in the City of Fresno’s Noise Ordinance].) There is likewise no evidence to suggest diminished parking would result in significant traffic impacts associated with visitors “searching for parking.” Indeed, the traffic study appended to the PRDEIR includes no analysis of the increased traffic associated with visitors “searching for parking,” and the traffic analysis elsewhere states Alternative 4’s traffic impacts would be “less than significant.” (DEIR at 3-182, 3-183.)

In short, there is no evidence – much less substantial evidence – to suggest visitors unable to find parking would allegedly “create noise” or traffic impacts above the applicable thresholds of significance. As a result, the Conservancy cannot find Alternative 4 would result in significant and unavoidable environmental effects.

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E. The Selection of Alternative 1 and 5 Would Result in a Taking, Causing the Conservancy to Condemn and Pay Just Compensation And Other Damages to Landowners Adjacent to the Del Mar/Audubon Intersection

Alternatives 1 and 5 would require mitigation in the form of signalization or a roundabout at the Del Mar/Audubon intersection. As previously explained, this would result in numerous impacts to adjacent properties, including encroaching upon several residential properties.

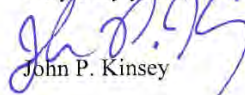
The buyers of the properties adjacent to the Del Mar/Audubon intersection purchased their homes with reasonable investment-backed expectations regarding the full use of their properties. Alternatives 1 and 5, however, would directly interfere with these rights. If the Conservancy approves Alternatives 1 and 5 as currently planned, the adjacent property owners – some of whom are members of the Coalition – would be entitled compensation under the takings clause of the United States Constitution, (see, e.g., *Lucas v. South Carolina Coastal Council* (1992) 505 U.S. 1003, 1016), and under California law. (See, e.g., *City of Livermore v. Baca* (2012) 205 Cal.App.4th 1460, 1472.)

In short, the City cannot approve the Project without interfering with the constitutional rights of the property owners adjacent to the Del Mar/Audubon intersection, for which the property owners would be entitled to “just compensation” and recovery of their attorneys’ fees (in addition to any other applicable grounds for attorneys’ fees and costs, such as Section 1021.5 of the Code of Civil Procedure).⁹

F. Conclusion

In short, the Conservancy should reject Alternative 1 (and Alternative 5, due to the reciprocal access easement). Instead, for the reasons discussed previously, the Conservancy should approve Alternative 5b (in combination with the trail alignment contemplated under Alternative 3).

Very truly yours,


John P. Kinsey

⁹ The mitigation measure proposed for Alternative 1 suggests access at Riverview Drive could be suspended until such time as traffic improvements at the Del Mar/Audubon intersection are complete. This would essentially cast a cloud over the residential properties adjacent to the intersection, which would effectively inversely condemn those properties, entitling the property owners to compensation under the United States and California Constitutions from the time the condition is selected, if not earlier.

Letter RI-1 Response	John P. Kinsey (Wanger, Jones, Helsey LLP, for the San Joaquin River Access Coalition) September 28, 2017
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RI-1-1 *This introductory comment acknowledges and commends the revisions made in the Partially Revised DEIR but states that the EIR remains insufficient under CEQA for the Conservancy to rely upon to consider approving Alternative 1.*

The evaluation of environmental effects in an EIR is guided by the requirements in Section 15126.2(a) of the State CEQA Guidelines:

An EIR shall identify and focus on the significant environmental effects of the proposed project. ... Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects.

CEQA requires that an EIR identify ways to avoid or lessen the identified significant impacts of a project¹ through identification of mitigation measures and alternatives. If the Conservancy determines that a mitigation measure cannot be legally imposed, the measure need not be proposed or analyzed. Instead, the EIR may simply reference that fact and briefly explain the reasons underlying the determination (State CEQA Guidelines, Section 15126.4(5)).

The EIR must include sufficient information about an alternative to allow meaningful evaluation, analysis and comparison to the project under review by a lead agency. Section 15126.6 of the State CEQA Guidelines describes the alternatives process as follows:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible

¹ "Project" means an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:

- (a) An activity directly undertaken by any public agency.
- (b) An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- (c) An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

Consistent with this direction, the DEIR, as revised by the Partially Revised DEIR (see Volume I of this FEIR), considered six design alternatives to the proposed project including variations on the trail alignment, points of vehicular access, and parking lot locations. The EIR meets CEQA's analysis and disclosure obligations for all of the alternatives, including Alternative 1, and it is legally sufficient for the Conservancy's Board to exercise its discretion to consider approval of the proposed project or one of the alternatives. See responses to the more detailed comments below.

RI-1-2 *This comment states that the Conservancy's Board cannot make the findings necessary under CEQA to approve Alternative 1 because the EIR identifies a significant and unavoidable impact on traffic for that alternative.*

Chapter 2, "Project Description," of the DEIR describes the impacts of the proposed project (see Volume I of this FEIR). The proposed project would not result in any significant traffic impacts (see Section 3.17, "Transportation," in Volume I of this FEIR). The EIR analysis found that Alternative 1 would result in a significant traffic impact at one intersection located in the City of Fresno, and it identified a mitigation measure that includes installation of a traffic signal or other traffic improvement by the City of Fresno (see Mitigation Measure Alt. 1–Traffic-1). As shown in Volume I of this FEIR, the DEIR states that a traffic signal at this intersection is listed on the City's priority list. However, because the City has not committed to constructing these improvements, the Conservancy cannot guarantee that these improvements would be implemented. See response to Comment O-9E.

Consistent with Section 15126.4(5) of the State CEQA Guidelines, the Conservancy acknowledges that the authority to implement this mitigation measure is outside of its control, and because this measure is not enforceable, finds the impact significant and unavoidable. The EIR analysis also states, however, that the Conservancy's Board may condition construction of this vehicle entrance, and the additional parking area accessed from West Riverview Drive, on the City constructing and operating this traffic improvement. By not carrying out any of the project activities that could lead to the identified traffic impacts until the

traffic improvement is operational, the potential for traffic impacts would be reduced to less than significant.

The commenter states that the Conservancy's Board could not approve Alternative 1 because it could not make the necessary findings described in Section 15043 of the State CEQA Guidelines because the significant and unavoidable impacts associated with Alternative 1 could be avoided by selecting either the proposed project or Alternative 5B. If the Conservancy's Board decided to pursue this alternative, it could require that construction of the additional entrance be conditioned on the City installing the identified traffic improvements as described in the DEIR, so that this impact would be reduced to a less-than-significant level and no findings under State CEQA Guidelines Section 15043 would be required.

It is important to note, however, that CEQA would allow the Conservancy's Board to approve Alternative 1 without this condition if it could make the necessary findings described in Sections 15043, 15091, and 15093 of the State CEQA Guidelines. For example, the Board could find that Alternative 5B, which would reduce or eliminate the Alternative 1 traffic impact, is infeasible based on any number of factors, including technical considerations and costs. (State CEQA Guidelines, Sections 15091[a][1] and 15093.) Further, if the Board were to pursue this option, it would not be rejecting the proposed project, and would not be required to make findings to that effect, because the proposed project trail alignment and parking area are included within Alternative 1 (as they are for the other alternatives that considered additional entrances, e.g., Alternatives 5 and 5B).

RI-1-3

This comment states that the EIR's discussion of the consistency of Alternative 1 with City of Fresno General Plan policies is inaccurate and violates CEQA, and that therefore, the Conservancy's Board may not rely on the EIR to consider approving Alternative 1.

The Conservancy is not a "local agency" subject to Government Code Section 65402. See responses to Comments O-9D and O-9E regarding applicability of local plans and regulations to the project. Further, contrary to the commenter's assertions, the EIR analysis accurately and consistently discusses the City of Fresno General Plan policies in relation to both the proposed project and Alternative 1. For both, the City's policies are discussed for informational purposes for lands owned exclusively by the State of California under the jurisdiction of the Conservancy. Where lands are owned by another entity, such as the City of Fresno, the analysis accurately identifies the applicable local policies and ordinances that would apply if the land was not acquired by the Conservancy (e.g., in Impact 3.11-2, which discusses Fresno's Bluff Preservation Overlay District for a stairway on land owned by the City of Fresno). The discussion of Alternative 1 related to the off-site traffic improvement is

different from these other discussions of aspects of the proposed project and the alternatives because the traffic improvement would be on City-owned property, and would rely on implementation by the City. (See response to Comment RI-1-2 above.)

The EIR analysis states that if the Conservancy's Board were to decide to pursue this alternative, the entrance at this location should not be constructed until the City of Fresno installs this traffic improvement. Under this option (conditional approval), if and when the City installs this traffic improvement, it would do so at the City's discretion. It is reasonable to plan for this future traffic improvement if the City's long-term plans identify the intersection as requiring a traffic signal (see Section 3.17, "Transportation," in Volume I of this FEIR) and the intersection meets traffic warrant criteria. The Conservancy would not be carrying out the traffic improvement, or causing the City to carry out the traffic improvement. Therefore, any impacts associated with the traffic improvement, including any impacts resulting from General Plan inconsistencies, would *not* be a result of or a reasonably foreseeable consequence of Alternative 1, and would not require analysis in the EIR. (State CEQA Guidelines, Section 15126.2[a].) CEQA does not require that impacts of a future separate action by another agency be treated as an indirect effect of a project. (See *Friends of the Eel River v. Sonoma County Water Agency* [2003] 108 Cal.App.4th 859, 875 [EIR not required to analyze impacts to river caused by diversions by another agency that were not authorized or caused by lead agency action]; *Environmental Council of Sacramento v. City of Sacramento* [2006] 142 Cal.App.4th 1018, 1034 [CEQA does not require speculation about impacts from potential projects yet to be conceived and described]; see also *San Diego Navy Broadway Complex Coalition v. City of San Diego* [2010] 185 Cal.App.4th 924 [EIR analysis may be limited to scope of discretion agency has authority to exercise].)

RI-1-4 *This comment states that the EIR deferred analysis of impacts of the mitigation measure discussed under Alternative 1.*

The Alternative 1 traffic analysis does not defer analysis of potential impacts caused by a traffic improvement; the EIR is not required to analyze the impacts of a future traffic signal or roundabout to be carried out the by City of Fresno. See responses to Comments RI-1-2 and RI-1-3 above and response to Comment O-9Q. The traffic signal is not incorporated as an enforceable mitigation measure, the signal will not be installed by the Conservancy if it approves Alternative 1, and the EIR does not rely on it to feasibly reduce the traffic impact. The traffic improvement described under Mitigation Measure Alt. 1–Traffic-1 is discussed in accordance with Section 15126.4(5) of the State CEQA Guidelines. It is also discussed as background for the option for the Conservancy's Board to condition construction of this entrance on the City installing the identified traffic improvement.

RI-1-5 *This comment states that the evaluation of impacts of Alternative 4 is not supported by substantial evidence because the EIR lacks any evidence regarding potential demand for the trail, and it lacks information to find there would be neighborhood disruptions caused by visitors searching for parking.*

The significant and unavoidable impact identified for Alternative 4 that is referenced by the commenter relates to a conflict with Policy RPP1 of the Parkway Master Plan. It is not related to impacts related to noise or neighborhood disruption, as asserted by this comment. This policy requires that the Conservancy provide "[s]ufficient on-site parking at each recreational facility for the desired usage level during peak periods and to meet the parking recommendations of the affected local jurisdiction." Under Alternative 4, no parking lot would be provided to accommodate visitors traveling to use the new trail segment, which is directly in conflict with Policy RPP1, regardless of level of demand for the trail or parking. See Section 5.9.16 in Volume I of this FEIR for more information. See also responses to Comments O-9J and O-9L regarding how trip estimations and parking demand were developed for this project and why those are supported by substantial evidence in the record.

RI-1-6 *This comment states that selection of Alternatives 1 and 5 would result in the "take" of land for a traffic improvement, which requires the Conservancy to pay compensation or damages to landowners adjacent to the intersection of Del Mar Avenue and Audubon Drive.*

See responses to Comments RI-1-2 through RI-1-5 above regarding the traffic improvement identified for Alternative 1, the required analysis of impacts associated with that traffic improvement, and its relationship to potential action by the Conservancy on Alternative 1. See also response to Comment O-9G regarding potential eminent domain associated with the traffic improvement described under Alternative 1.

For Alternative 5, the EIR analysis found less-than-significant impacts for all roadway segments and intersections. (See Section 5.10.17, "Transportation," in Volume I, Chapter 5 of this FEIR.) No traffic improvement is identified for Alternative 5, and therefore, there would be no possible impacts associated with a traffic mitigation measure, or any potential eminent domain, encroachment on property owners' lands, or "taking" of land from property owners adjacent to that intersection. If the commenter is asserting that Alternative 5 would require the traffic improvement at Audubon Drive/Del Mar Avenue because of the easement restriction related to the entrance at West Riverview Drive, see response to Comment I-107G related to that easement issue.

RI-1-7 *This concluding comment states that Alternative 1 should be rejected for the reasons detailed above, and that Alternative 5 should be rejected because of the reciprocal access easement issue. The commenter recommends that the Conservancy's Board approve Alternative 5B.*

As explained above, and in response to other comments, the EIR is legally sufficient for the Conservancy's Board to exercise its discretion to select the proposed project or the additional entrances evaluated in Alternative 1, 5, or 5B. The commenter's preference that the Conservancy's Board reject Alternatives 1 and 5 and approve Alternative 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-2:
Rosemary Andrew, September 27, 2017

RI-2

Melinda Marks

From: Rosemary Andrew <rosemaryandrew@me.com>
Sent: Wednesday, September 27, 2017 5:57 AM
To: Melinda Marks
Subject: Fwd: PARTIALLY REVISED CIRCULATED DEIR

ROSEMARY ♥♥

The further a society drifts from the truth, the more it will hate those who speak it.

Begin forwarded message:

From: "Andrew, Rosemary" <Rosemary.Andrew@va.gov>
Date: September 27, 2017 at 05:54:43 PDT
To: "rosemaryandrew@me.com" <rosemaryandrew@me.com>
Subject: PARTIALLY REVISED CIRCULATED DEIR

I would appreciate if the Conservancy could work with the City of Fresno and allowing 5B to be fully explored.

- 5B has no significant and unavoidable effects, and should therefore be selected by the Conservancy.
 - Alt 1 (at Riverview) will have recognized significant impacts. The Conservancy should not approve an alternative with greater impacts than the project or Alt 5B.
 - Alt 1 at Riverview contemplates a signal or roundabout to mitigate traffic impacts. We need to know what this entails, and how this will affect the surrounding properties, because we can't tell this from the PRDEIR or the DEIR.
 - The Conservancy should respect the City's 2035 General Plan update, as well as the land use documents for all the other member agencies.
- We support 5B and hope that the Conservancy will select it as the primary option for access.

As a resident of that area we are already impacted negatively with the traffic flow in that area, it takes up to 15 to minutes at peak traffic just to make a left turn from neighborhood onto Audubon and is already a recipe for disaster.

Thank you for your consideration.

Rosemary Andrew

Letter	Rosemary Andrew
RI-2	September 27, 2017
Response	

RI-2-1 *This comment asks that the Conservancy work with the City of Fresno to fully explore Alternative 5B and that Alternative 5B be selected because it has no significant and unavoidable effects.*

The Conservancy worked with the City to expand the analysis of Route 5b, which became Alternative 5B in the Partially Revised DEIR. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The analysis concluded that, although all impacts could be reduced to less-than-significant levels, Alternative 5B would require additional mitigation measures beyond those required for the proposed project. Alternative 5B requires preparation of a postclosure land use plan and the required remediation actions to address human health and environmental hazards from the former Kepco Pinedale Landfill on those lands. It also requires added mitigation to address the City of Fresno Bluff Protection Overlay District and to address the removal of mature sycamore trees. Alternative 5B would also require acquisition of private land from willing sellers and on mutually agreeable terms. See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives. The commenter's preference for selection of Alternative 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

RI-2-2 *This comment states that the Conservancy should not approve Alternative 1 because it has greater impacts than the proposed project or Alternative 5B. The commenter states that the potential impacts of a traffic signal or roundabout at the Del Mar Avenue and Audubon Drive intersection are not apparent in the EIR.*

The EIR analysis found that Alternative 1 would require mitigation measures beyond those of the proposed project, including installation of a traffic improvement (e.g., a signal) at Audubon Drive and Del Mar Avenue. See responses to Comments RI-1-2 and RI-1-3 regarding the reasons that the EIR did not analyze the potential impacts of a traffic improvement at that intersection. If and when the City of Fresno decides to install either a traffic signal or a roundabout at that intersection, the City would conduct the required engineering design to determine the configuration of this improvement and conduct any required environmental analysis. The Conservancy would not itself implement this traffic improvement if it selected Alternative 1, and staff would recommend that the Board condition construction of the Riverview Drive entrance on the City's installation of the traffic signal.

RI-2-3 *This comment urges the Conservancy to respect the policies of the City of Fresno General Plan and encourages adoption of Alternative 5B.*

The EIR analysis does include a full evaluation of the both the proposed project and each of the alternatives against policies of the General Plan (see, e.g., Section 3.11, "Land Use and Planning," in Chapter 3 and the Land Use and Planning sections for each alternative in Chapter 5 in Volume I of this FEIR). See response to Comment RI-1-3 for more detail regarding the scope of that analysis.

The commenter's preference for selection of Alternative 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-3:
Arturo Arias, October 3, 2017

10/03/2017

RI-3

Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Dear Melinda Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Arturo Arias

1

Letter	Arturo Arias
RI-3	October 3, 2017
Response	

RI-3-1 *This comment encourages the Conservancy's Board to approve the project with all three points of vehicular access—Perrin Avenue (proposed project), Riverview Drive (Alternative 1), and Palm and Nees avenues (Alternative 5)—to provide equitable access to the project site.*

The EIR analysis found that the proposed project would improve existing public vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities. The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for inclusion of all three points of vehicular access is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-4:

RI-4

Melinda Marks

From: Baca Saldana, Fernando@DOT <Fernando.Baca.Saldana@dot.ca.gov>
Sent: Tuesday, October 3, 2017 4:21 PM
To: Melinda Marks
Subject: San Joaquin River EIR
Attachments: Draft EIR-San Joaquin.docx

Attached are my comments on San Joaquin Draft EIR.

Regards,

Fernando Baca

10/03/2017

Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Dear Melinda Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Fernando Baca

1

Letter	Fernando Baca
RI-4	October 3, 2017
Response	

RI-4-1 *This comment encourages the Conservancy's Board to approve the project with all three points of vehicular access—Perrin Avenue (proposed project), Riverview Drive (Alternative 1), and Palm and Nees avenues (Alternative 5)—to provide equitable access to the project site.*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR analysis found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for inclusion of all three points of vehicular access is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-5:

RI-5

Melinda Marks

From: Joyce Barsarian <jbarsarian@gmail.com>
Sent: Thursday, September 28, 2017 10:34 PM
To: Melinda Marks
Cc: Kristine Walter
Subject: Partially Revised Circulated DEIR

Dear Melinda,
Thank you for your concerns. I'm a homeowner at The Bluff Point Homeowners Association. Our Association has fourteen units. Units 101-110 face Riverview and the bluffs. These units have had numerous incidents, since the public has accessed the lakes illegally. I feel the Palm/Nees vehicular access would be beneficial for a location in a non residential area. I support 5B and encourage the Conservancy to select it too.
Thank you,
Joyce Barsarian

1

Sent from my iPhone

Letter RI-5 Response	Joyce Barsarian September 28, 2017
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RI-5-1 *This comment encourages selection of Alternative 5B because it would provide public vehicular access to the project in a nonresidential area.*

The commenter's preference for Alternative 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER RI-6:

RI-6

Melinda Marks

From: Barry <Barry@HerbBauerSportingGoods.com>
Sent: Thursday, September 28, 2017 11:25 AM
To: Melinda Marks
Subject: Partially Revised DEIR
Attachments: PRDEIR River West Fresno Personal Comments 9-28-17.pdf

Melinda,
Attached are our comments for the PRDEIR.
Barry & Rosemarie Bauer

September 28, 2017

Melinda Marks
Executive Officer
San Joaquin River Conservancy
5469 E. Olive Avenue
Fresno CA 93727

Melinda.Marks@sjrc.ca.gov

Dear Ms. Melinda Marks,

The original River West Fresno DEIR and the Partially Revised DEIR (PRDEIR) are seriously flawed because there is no discussion of the contents of Fresno's 2035 General Plan (GP) which specifically addresses a number of issues in the River West Fresno DEIR and PRDEIR.

1

River West Fresno is located within Fresno city limits.

For the San Joaquin River Conservancy's DEIR and PRDEIR to ignore Fresno's 2035 General Plan, approved by the City Council and the Mayor, is reprehensible and it does not bode well for public acceptance of the final EIR and does not bode well for future cooperation between the Conservancy and the City.

There is also no mention of another key document discussed in the 2035 GP – the San Joaquin River Bluff and Protection ordinance. The ordinance should have been evaluated during the DEIR and PRDEIR processes instead of being ignored. The ordinance is the City and County plan for multi-agency responses to fire safety and public safety in River West Fresno plus general guidelines for public activities along the San Joaquin River.

2

Our comments in support of safe and convenient public access to the Lewis S. Eaton Trail associated with the PRDEIR follow:

1. We support access Alternative 5B at Palm/Nees. We support the Fresno 2035 General Plan which minimizes the impact of additional neighborhood traffic near the Audubon/Del Mar intersection and Riverview Drive. We believe the Conservancy and its Board should support the Fresno 2035 General Plan just as the Conservancy has received support from the City and the County with respect to the Lewis S. Eaton Trail.

3

2. We support public access to a multi-use trail "near and along the river," Alternative 3, as discussed in the City's GP. The multi-use trail placement should be based on providing a maximum fire safety and security buffer to the adjacent neighborhoods while minimizing adverse environmental impacts. We support the rebuilding of a riparian wildlife corridor with a saddle over the existing breach. Alternative 3 is consistent with the City's 2035 General Plan and rebuilding of the riparian wildlife corridor has been ignored.

4

September 28, 2017
Melinda Marks
Page 2

3. In the Fresno 2035 General Plan, Riverview Drive access, traffic at the Del Mar/Audubon intersection and neighborhood traffic and parking were found to be unsatisfactory burdens on the neighborhood. Alternative 5B is the superior environmental solution thereby eliminating Alternative 1 from consideration.

5

4. In Alternative 3, the multi-use trail would use existing mining roads across "Disturbed Grassland." Very little native habitat is existing along these roads and no trees would have to be removed. The wildlife and habitat corridor setback policy in the SJR Master Plan should not be required when using existing mining roads as a multi-use trail. The road from Sycamore Island to Hwy 41 on the River West Madera site is a prime example of mining roads "near and along the river" being used as a multi-use trail.

6

Why is the SJR Master Plan policy for setbacks acceptable in River West Madera and not acceptable in River West Fresno?

5. Alternative 5B provides parking and at-grade ADA access to a multi-use trail "near and along the river." Alternative 5B provides kayak/canoe launch facilities in the river or in the ponds. Alternative 5B is the ideal parking, public access and handicap access solution at Palm/Nees. The City supports 5B access as a more desirable alternative to accessing River West Fresno than Riverview Drive.

7

6. Most weekends there are many trespassers illegally entering the River West Fresno property at Spano Park (e.g. spread fence bars), Yellow Gate Road (e.g. torn down chain link fencing), Riverview Drive (e.g. torn down chain link fencing) and multiple access points around the Hwy 41 bridges and from Wildwood Park. Repairing these entry points, posting no trespassing signs and securing the property is the responsibility of the Conservancy. Because these inactions are diminishing the visual character of adjacent properties, the Conservancy should both analyze the impacts of such increased access (and the greater potential for fire and vandalism) as to aesthetics and urban decay. There appears to be no plan to solve the current trespassing activity which creates a potential liability for the Conservancy and a huge fire safety and public safety issue for the neighbors!

8

How and when is the Conservancy going to provide operations and maintenance funds to address these trespassing issues?

September 28, 2017
Melinda Marks
Page 3

7. Linda Foster's "Picture yourself on a walk by the river," Letters to the Editor, Fresno Bee, September 19, 2017, is attached. She expresses a desire to have an outdoor experience walking along the San Joaquin River. The City council, the SJR Access Coalition, and most members of the public have the same desire. Alternative 3, a multi-use trail "near and along the river," fulfills that dream. Without Alternate 3 no one including Linda will be able to see the running water of the river from the proposed multi-use trails. The SJR Master Plan setback policy is the problem. It is in conflict with the City's 2035 General Plan. An exception to the SJR Master Plan "policy" needs to be adopted to allow Alternate 3 to be implemented and Linda's dream to be fulfilled.

She also expressed a desire to have automobile access to the river bottom. Alternative 5B, supported by the City, the SJR Access Coalition, and the public all support her desire. Alternative 5B with its parking lot and access at Palm/Nees also fulfills that desire and easily connects to Alternative 3, a multi-use trail "near and along the river."

Many elements of the DEIR and the PRDEIR appear to be flawed when the City's 2035 General Plan is ignored. The best San Joaquin River access solutions for Fresno are Alternative 5B combined with Alternative 3 and NOT Alternatives 1.

Respectfully submitted,

Barry Bauer

Rosemarie Bauer
Adjacent Neighborhood Homeowners
242 West Bluff Avenue, Fresno, CA 93711
559-288-2115
Barry@HerbBauerSportingGoods.com

Attachment: "Picture yourself on a walk by the river," Letters to the Editor, Fresno Bee, September 19, 2017

9

TUESDAY SEPTEMBER 19 2017
FRESNOBEE.COM

LETTERS TO THE EDITOR

Picture yourself on a walk by the river

My heart literally swelled up in my chest. I was imagining myself walking in the area surrounding the San Joaquin River right here on the northern edge of Fresno. I could picture the meandering river flowing through the flat river bottom with trees and grasses swaying in the breeze.

I could see the egrets and herons flying overhead against the blue sky. I could feel the cold, sparkling water, streaming on its way from the Sierra to the delta and the Pacific Ocean beyond.

My reaction that day was for all the visitors in the future. Those who will be fortunate enough to have direct access to the river bottom, right here, close to home.

The San Joaquin River Conservancy is in negotiations for automobile access to the river bottom that is easy and practical for all residents in the Fresno area. This is in our backyards and needs to be easy for us to enjoy. Please, get involved now, investigate, attend meetings and write letters.

—Linda Foster, Fresno

Letter	Barry and Rosemarie Bauer
RI-6	September 28, 2017
Response	

RI-6-1 *This comment states that the EIR is flawed because it failed to evaluate the policies of the City of Fresno General Plan.*

Contrary to the commenter's assertion, the EIR does not ignore the City of Fresno's 2035 General Plan. The EIR analysis does include an evaluation of the both the proposed project and each alternative against policies of the General Plan as requested by this comment (see Section 3.11, "Land Use and Planning," in Chapter 3 and the Land Use and Planning sections for each alternative in Chapter 5 in Volume I of this FEIR). See response to Comment RI-1-3 for more detail regarding the scope of that analysis.

RI-6-2 *This comment states that the EIR does not address the "River Bluff Protection Ordinance," including issues related to fire and public safety.*

The Fresno City ordinance referred to by the commenter is the San Joaquin River and Bluff Protection Initiative. The project site is within the area regulated by the ordinance. The ordinance prohibits open fires and nighttime access to the River, and provides other protections for public health and safety. This local ordinance applies to the project site and is fully enforceable by police, State game wardens, and other public safety officers. The proposed project operations described in the DEIR (as shown in Volume I of this FEIR) conform to the ordinance. For example, the project does not involve camping, fireworks would not be allowed, campfire pits are not proposed, and hours of operation would be within the hours allowed by the ordinance See Section 2.5.1 of Volume I for Project Operations, Mananagement and Maintenance BMPs.

RI-6-3 *This comment supports selection of Alternative 5B and encourages the Conservancy to support the Fresno General Plan, which the commenter believes is intended to minimize traffic impacts at the Audubon Drive/Del Mar Avenue intersection and on Riverview Drive.*

See response to Comment RI-6-1 above. The EIR does consider the City of Fresno General Plan policies. The commenter's preference for selection of Alternative 5B is noted. This information will be sent to the Conservancy's Board for consideration during its deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-6-4 *This comment supports Alternative 3, which would place the trail along the River as encouraged in the City General Plan, and maintains that the alternative would provide fire*

safety and a security buffer to the adjacent neighborhood. The comment states that development of Alternative 3 could include an equalization saddle over the existing breach in the River bank to restore the riparian wildlife corridor.

The stated intent of Policy POSS-7-g in the Fresno General Plan is to align project trails close to the River to the greatest extent possible. In the Conservancy's constraints analysis for this project (2011), the Conservancy identified constraints at the project site related to flooding and flood regulation; natural resources conservation; and buffers from the River, riparian habitat, and existing residences, among others. The proposed project includes pedestrian trails to the River bank and the multiuse trail setback from the River, designed to overcome constraints while achieving trail access to the River to the greatest extent possible as encouraged by the City's policy. The EIR analysis, as shown in Volume I of this FEIR, fully analyzed a trail alignment closer to the River under Alternative 3, including potential fire-related impacts. The EIR found that this alternative would require additional mitigation measures beyond that required for the proposed project, and that it conflicts with policies of the Parkway Master Plan requiring a minimum width of 200 feet on both sides of the River as wildlife movement corridors and the establishment of a buffer of 150 feet between riparian habitat and the planned multipurpose trail.

The EIR identifies that the breach in the River bank would require a pedestrian bridge or crossing to construct the trail envisioned in Alternative 3. As noted by the commenter, the crossing could be designed as an equalization saddle, allowing water to flow through permeable rock rather than through an open overcrossing. Such a design is not precluded by the EIR, and the EIR identifies the required permits and approvals for such a structure. An equalization saddle crossing could provide added aquatic habitat benefits as envisioned by the San Joaquin River Restoration Program. See also response to Comment O-9I for more details regarding the analysis of Alternative 3.

RI-6-5 *This comment references the City General Plan, and states that the commenter believes Alternative 5B is the superior environmental solution. The commenter encourages the Conservancy to remove Alternative 1 from consideration.*

As shown in Volume I of this FEIR, the EIR analysis concluded that, although all impacts could be reduced to less-than-significant levels, Alternative 5B would require additional mitigation measures beyond those required for the proposed project. Alternative 5B would require preparation of a postclosure land use plan and the required remediation actions to address human health and environmental hazards from the former Kepco Pinedale Landfill on those lands. This alternative would also require mitigation to address the City of Fresno's Bluff

Protection Overlay District and the removal of mature sycamore trees. Alternative 5B would also require acquisition of private land from willing sellers and on mutually agreeable terms. Alternative 1 is included in the EIR as another potentially feasible alternative to provide additional public vehicular access. Neither of these alternatives is environmentally superior compared to the proposed project. See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for selection of Alternative 5B and objection to Alternative 1 are noted. This information will be sent to the Conservancy's Board for consideration during its deliberations on the project.

RI-6-6 *This comment suggests that Alternative 3 is preferred because this alignment follows the existing gravel mine road and disturbed grassland and does not require the removal of mature trees. The comment suggests that the Conservancy should disregard policies of the Parkway Master Plan related to habitat corridor setbacks in this circumstance and provides a comparison to a location on River West Madera where a road on a berm is used as a trail.*

To manage the Parkway consistent with the San Joaquin River Conservancy Act's goals of natural resources protection, public education, and low-impact recreation, the Conservancy must comply with its own goals, policies, and objectives within the Parkway Master Plan when siting, locating, designing, and managing the trail and other Parkway lands and improvements. However, the Parkway Master Plan is programmatic and conceptual in nature. In siting the trail alignments for this specific project, the Conservancy performed a constraints analysis, identifying constraints at the project site related to flooding, flood regulation, and natural resources conservation, among others issues, and the Parkway Master Plan policies for buffers from the River, riparian habitat, and existing residences.

The proposed project includes a multiuse trail within a setback area, and pedestrian trails to the River bank, designed to overcome constraints while achieving trail access to the River. The EIR analysis fully analyzed a trail alignment closer to the River under Alternative 3, and found that this alternative would require additional mitigation measures beyond those required for the proposed project, and that it is inconsistent with goals and policies of the Parkway Master Plan. See also response to Comment RI-6-4, above.

The commenter's preference for selection of Alternative 3 is noted. This information will be sent to the Conservancy's Board for consideration during its deliberations on the project

RI-6-7 *This comment identifies Alternative 5B as the superior environmental solution.*

See response to Comment RI-6-5 above.

RI-6-8 *This comment states that trespassers illegally enter the project site from Spano Park and other nearby locations and degrade the aesthetics of the area, resulting in urban decay and public safety issues for neighbors, and states that the Conservancy must analyze impacts associated with increased public access to the River.*

See Section 3.15 in Volume I of this FEIR for an evaluation of impacts on public services, including fire and police protection. The project alignment is located within an existing response area, and the proposed project would improve access to the River for enforcement agencies and emergency first responders. See response to Comment O9-S and O9-TT for more details regarding the EIR analysis of safety issues.

Under current conditions, the project site is closed to the public; any current use is unauthorized trespass. To construct the project and open the site for public use, long-term resources for operation and maintenance must be developed, providing for active management of the site, proper waste disposal, restrooms, and other activities that discourage illicit activities.

Urban decay within the CEQA context typically refers to when a new retail store would have competitive impacts on existing retail stores in the area and consequently cause store closures and result in adverse physical environmental impacts. For example, if a project causes store closures, followed by physical deterioration of the structures, abandoned buildings, boarded doors and windows, unauthorized use of properties, graffiti, dumping, dead vegetation, litter, extensive weed growth, and homeless encampments, then it has caused urban decay. That is not the case with the proposed project, which is a multiuse trail extension that would not compete with retail stores for business.

RI-6-9 *This comment states that Alternative 3 would fulfill the vision expressed by Linda Foster in a letter to the editor of the Fresno Bee, and by others in the community. The comment states that the Parkway Master Plan policies requiring setbacks for the multiuse trail from the River will interfere with the envisioned experience, and that an exception to these policies should be made to facilitate Alternative 3. It also states that Alternative 5B would facilitate public automobile access to the River bottom.*

See responses to Comments RI-6-5 and RI-6-6.

LETTER RI-7:

October 3, 2017

Melinda Marks, Executive Officer
San Joaquin River Conservancy
5469 East Olive Avenue
Fresno, CA 93727

Dear Melinda,

Enclosed are my comments on the most recently circulated Draft Environmental Impact Statement for the River West project.

I continue to support new public access both at Riverview Drive and the Perrin Avenue alignment. Both of these options are practical and will greatly improve public access to our river, though Riverview is the one option that will be most convenient to people living on the Fresno side of the river.

1

The newly resuscitated 5B option is deeply-flawed and will do great harm to an existing city parklet and vista point, native habitat (Mature native sycamore trees below the park), while setting up unknown issues related to the landfill area that no public entity wants to own.

2

Further, the additional costs are substantial. While this last minute option was resuscitated by the City of Fresno, neither the city or Fresno County has agreed to provide one cent of funding to develop this option, if it were somehow found to be viable. All the burden will fall on the Conservancy.

3

The process for implementing access to River West has gone on for about a decade. It is unfortunate that elected officials did not proactively do anything to address implementation issues that have existed all along. Only now throwing up an unviable option, all while waving the possibility of legal challenges that may or may not occur.

It is the charge of the Conservancy to implement real public access from existing public rights of ways that are not encumbered by toxic/landfill issues (5B), and that would also destroy a public park and native trees that are roosting/nesting sites for many raptors and other native wildlife. Ignoring these issues and the fact that no one wants to own the property below is unacceptable.

4

Thank you for your consideration of these comments.

Sincerely,

Thomas J. Bohigian
4817 North Harrison Avenue
Fresno, CA 93704

Letter	Thomas J. Bohigian
RI-7	October 3, 2017
Response	

RI-7-1 *This comment supports access at both Riverview Drive and Perrin Avenue (i.e., Alternative 1).*

The commenter's alignment preferences are noted. This information will be sent to the Conservancy's Board for consideration during its deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-7-2 *This comment states that Alternative 5B is flawed, as it would diminish existing parkland, impact native habitat, and introduce new issues related to a public agency acquiring a past landfill.*

The Partially Revised DEIR fully examined the environmental impacts of Alternative 5B on aesthetics, recreation related to the reduction of Spano Park, habitat (biological resources) related to removal of sycamore trees, and hazards related to the landfill areas. See Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR. The EIR analysis found that Alternative 5B would require additional mitigation beyond that required for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District; plant trees to replace the sycamore trees removed; and address the potential for exposure of persons to hazardous materials associated with operation of a former landfill.

RI-7-3 *This comment states that the costs for Alternative 5B are substantial and expresses frustration at the delays in implementing the project, a Parkway improvement that has been under consideration for the past decade.*

This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-7-4 *This comment states that it is the charge of the Conservancy to implement access from existing public rights-of-way that avoids impacts from landfill hazards, impacts on an existing public park, and removal of mature trees serving as potential nesting sites, and that it is unacceptable to ignore these issues.*

See response to Comment RI-7-2 above. The EIR fully evaluated these issues, and they were not ignored. The Conservancy's Board will consider the information in the EIR to inform its decision to approve the proposed project or one of the alternatives.

LETTER RI-8:

Jeffrey M. Reid (McCormick, Barstow, Sheppard, Wayte & Carruth LLP, representing Cliff



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September 12, 2017

[Email to Melinda.Marks@sirc.ca.gov](mailto:Melinda.Marks@sirc.ca.gov)

Melinda Marks, Executive Officer
San Joaquin River Conservancy
5469 E. Olive
Fresno CA 93727

Re: **PARTIALLY REVISED DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE SAN JOAQUIN RIVER CONSERVANCY
RIVER WEST FRESNO EATON TRAIL EXTENSION PROJECT
State Clearing House # 2014061017**

Dear Ms. Marks:

This letter is issued on behalf of my clients Cliff Tutelian and Tutelian & Co., Inc., who own interests in properties near the proposed San Joaquin River Conservancy River West Fresno Eaton Trail Extension Project (the "Project").

This is a comment letter concerning the Partially Revised Draft Environmental Impact Report ("RDEIR") for the Project. Please ensure this letter and its enclosures are included in the Record of Proceedings regarding the consideration of the Project by the San Joaquin River Conservancy (the "Conservancy"). This letter is a supplement to the Comment Letter I provided regarding the Project and the initial Draft EIR ("DEIR") on April 13, 2017.

1. The Conservancy is Not Exempt From Local Government Regulation or Land Use Plans.

The RDEIR, at Section 3.11, p. 3-2, states that the Conservancy is not subject to local government planning and regulation. Similar statements regarding the Conservancy's supposed exemption from local government land use planning are stated at Section 3.11, p. 3-6 and Section 5.6.11 at page 5-6.

The statement at page 3-2 suggests that the Conservancy believes it is exempt from all aspects of local government regulation. However, that is not a correct statement of the law. Government Code Sections 53090 and 53091 confirm that state agencies (such as the Conservancy) that exist for the local performance of governmental or proprietary functions, are obligated to comply with all applicable building and zoning ordinances of the county or city in which the territory of the local agency is situated. (*City of Malibu v. Santa Monica Mountains Conservancy* (2002) 98 Cal.App.4th 1379, 1383.)

In addition, the RDEIR's assertion that the Conservancy is exempt from local government land use regulations (i.e. General Plan documents) is also inaccurate. The San Joaquin Conservancy Act, at Public Resources Code Section 32514, specifically provides that "all zoning or land use regulations shall remain the



Melinda Marks, Executive Officer
San Joaquin River Conservancy
September 12, 2017
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exclusive authority of the member agencies." If the Conservancy could simply disregard the land use policies of its member agencies, this legislative provision would prove to be illusory. The Conservancy and its project must conform to local land use regulations because Public Resources Code Section 32514 waives any immunity or exemption that the Conservancy might otherwise have to ignore such local land use standards. (*City of Malibu v. Santa Monica Mountains Conservancy*, *supra*, 98 Cal.App.4th at 1384 - 13863.)

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The City of Fresno's General Plan is therefore an "applicable" plan under CEQA Guidelines Section 15125(d), despite the RDEIR's repeated assertions to the contrary.

2. Traffic Study Lacks Proper Evaluation Methods.

The RDEIR includes, in Section 3.17, a discussion of a supplemental traffic study to show that the Project's traffic will have less than significant impacts. The problem is that the Traffic Study that this determination is based upon applies a unique and inappropriate approach to its traffic generation assumptions.

The City of Fresno Traffic Impact Study Guidelines incorporate approved methods for determining the traffic counts associated with a project that are to be based upon a project's intended uses.¹ (See Section 7 – Trip Generation.) The City's Guidelines confirm that the Institute of Transportation Engineers (ITE) Trip Generation manual, and the trip generation factors it applies, should be the source for assumed trip generation of a project's uses. For City, County and Regional parks, the ITE Manual relies upon the acreages of the relevant site as the relevant factor for trip generation.²

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The Supplemental Traffic Report ignores the City of Fresno's Guidelines, and the ITE Manual's relevant trip generation factors and standards of analysis. The Supplemental Traffic Report treats the Project solely as a "walking trail" and on that basis determines no relevant ITE Trip Generation factors are available. Instead, it relies upon the number of parking spaces in the intended parking lot as the relevant trip generation factor. (RDEIR Appendix EE, p. 3.) This approach, to assume that the intended parking lot is the use factor relevant to traffic demands, violates all standard principles of traffic impact analysis. The Supplemental Parking Study (and its precursor) cite to no other circumstance where the extent of available parking is assumed to be the basis for trip generation.

¹ The Traffic Impact Guidelines are available at <https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2016/09/TrafficImpactStudyGuidelinesCityofFresnoOctober2016.pdf>.

² Relevant Pages of the ITE Trip Generation Manual are enclosed with this letter.



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It is unreasonable to support the circular reasoning that the parking demands created by a Project's facilities will be limited by the parking facilities developed on the Project's site, and that the Project will therefore create no impact arising from insufficient parking facilities. This curious analytic approach also results in an ineffective analysis of the impact of traffic at the study intersections and street segments.

The inappropriate traffic generation factors incorporated into the DEIR and RDEIR causes both documents to fail to adequately address the blighting influences of the Project that will arise from the lack of sufficient parking developed for the intended Project (including parking needed to support for the actual uses to be conducted within the environs of the Project). The relevant blighting influences this circumstance will cause are detailed in Section 6 of my prior Comment Letter, which is incorporated by this reference.

This circumstance highlights a fundamental underlying problem with the DEIR and RDEIR. The relevant Project is not sufficiently described to permit effective evaluation of the visitor activities and relevant traffic and parking demands that the programs to be conducted on the Conservancy lands will generate. As a result, the Traffic Studies assumes the project is a mere walking trail. However, the Project description acknowledges that the Conservancy's plans include bikeways, equestrian areas, and facilities for boating and fishing, in addition to "other" educational and recreational uses. Unfortunately, the DEIR and RDEIR provide no description about the facilities that will be developed to support such activities beyond a trail, restrooms, and parking. They also provide no description concerning the programs that will be conducted within the Project environs. The DEIR and RDEIR provide an analysis of infrastructure that is necessary to facilitate certain uses on the site. But they fail to adequately evaluate the impact of such uses beyond evaluating the impact of the development of the intended infrastructure. As a result, the DEIR and RDEIR impermissibly ignore (and underestimate) the blighting influences caused by the inadequacy of parking capacity. They also fail to analyze and address the need for public safety and public property protections that will arise from the generation of public use and activity on Conservancy lands.

3. The RDEIR Includes Incorrect Statements About the Regulatory Framework Governing Environmental Justice Considerations.

My prior Comment Letter detailed why Environmental Justice concerns are not environmental impacts. That conclusion is based on the fact that CEQA is an analysis of environmental impacts, not broader goals of improving health and safety of human beings. This has been confirmed by the California Supreme Court in *California Bld. Industry Assn. v. Bay Area Air Quality Management District* (2015) 62 Cal.App.4th 369, 386-387. The DEIR's misapplications of Environmental Justice concerns cause the document to violate CEQA's informational requirements. It is also used to incorporate revisions to the Project Description, which creates a

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misleading analysis of Project impacts. Edits made by the RDEIR do not remedy those defects.

The RDEIR cites statements in the California Attorney General's Fact Sheet titled "Environmental Justice at the Local and Regional Level – Legal Background", which was last updated July 10, 2012 (the "Fact Sheet"). Statements in the Fact Sheet regarding the consideration of the environmental impact of a project on human beings, which are quoted by the RDEIR at page 4-2, are inconsistent with the California Supreme Court decision cited above. To be fair to the Attorney General's Office, the Fact Sheet was issued several years before the above cited Supreme Court decision. However, that does not excuse the RDEIR's use of incorrect statements of law in its discussion of the Regulatory Framework that governs how CEQA should address Environmental Justice factors.

The Fact Sheet confirms that Environmental Justice concerns may be consistent with an EIR's evaluation of whether a project's environmental impact affects sensitive receptors to pollution. It also references the role of social and economic impacts under CEQA and how those must be tied to environmental impacts. It further references the obligation of an EIR to evaluate Alternatives and consider Mitigations to substantially lessen or avoid significant environmental impacts. All of these are proper descriptions of CEQA standards.

However, this RDEIR misapplies CEQA in its treatment of Environmental Justice considerations by continuing the DEIR's use of Environmental Justice considerations that are disconnected from an environmental impact of the Project. That approach is not endorsed by the Fact Sheet. That misapplication results in the DEIR's inclusion of Alternative 5 to address Environmental Justice considerations, even though the DEIR confirms that there is no category of environmental impacts that Alternative 5 will avoid or substantially lessen. Alternative 5 actually causes greater impacts on hazards and hazardous materials than the envisioned Project. The RDEIR's addition of quotes from the Fact Sheet does not remedy this violation of CEQA, because it misapplies the lawful standards that the Fact Sheet describes.

The RDEIR incorrectly asserts that CEQA provides agencies wide latitude to consider social and economic consequences of a project "in whatever manner the agency deems appropriate", and cites CEQA Guidelines Section 15131 as support for this claim. (RDEIR at page 4-4). CEQA Guidelines Section 15131 actually says that "Economic or social information may be included in an EIR or may be presented in whatever form the agency desires". (emphasis added). Presentation of information is not the same as consideration and evaluation of impacts. Section 15131 actually expressly limits the manner in which the agency may consider the economic and social consequences of a project, by confirming that such effects shall not be treated as significant effects on the environment. The RDEIR's misstatement of the CEQA standards is a further misguided attempt by the RDEIR to support the DEIR's

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Melinda Marks, Executive Officer
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misapplication of Environmental Justice matters to manufacture a legally unsupported justification for including Alternative 5 into the DEIR.

The RDEIR further misstates (and makes up) relevant regulatory standards in its discussion of the standards for an Alternatives Analysis, in Section 5.2 of the RDEIR at page 5-2. The RDEIR states: "The following are key provisions of the State of CEQA Guidelines (Section 15126.6)". It then includes several bulleted items, the last of which is the following:

"Although the focus of the alternatives analysis should be on alternatives that reduce or avoid environmental impacts, an EIR may also present alternatives that provide greater project benefits at increased environmental cost, which helps highlight the public trade-offs in consideration of the project and alternatives to it."

The above language is presented in the RDEIR as a provision of CEQA Guidelines, though it is not. This language is not included in CEQA Guidelines Section 15126.6, or any other CEQA Guidelines, CEQA Statutes, or CEQA decisional case law. This language was not previously included in Section 5.2 of the DEIR. It was inserted into Section 5.2 of the RDEIR on the claim that it was revising Section 5.2 for "context and readability". (RDEIR at Page 5-1) Instead, this revision inserts an entirely made up precept of law that has as its purpose a further effort to defend the DEIR's misapplication of Environmental Justice matters in an attempt to justify including Alternative 5 into the DEIR.

Portions of the RDEIR do correctly apply CEQA standards when determining whether any Environmental Justice considerations would justify the incorporation of mitigations or the consideration of alternatives to lessen or avoid relevant environmental impacts. Specifically, Section 4-4 confirms that the project does not have the potential to result in disproportionately high adverse environmental effect on disadvantaged communities. This analysis and conclusion highlights the inappropriateness of including Alternative 5 in the DEIR.

Alternative 5 does not lessen or avoid any environmental impact of the Project. This includes environmental impacts that may be associated with Environmental Justice factors. Alternative 5's inclusion in the Alternatives Analysis is therefore entirely inappropriate, and is simply used as a device to incorporate an "add alternate" that effectively amends and supplants the Project Description, in violation of CEQA. The legally inaccurate statements regarding the regulatory framework for Environmental Justice factors and Alternative Analysis in the RDEIR also violate CEQA's informational standards applicable to the RDEIR.

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4. The EIR Requires Revisions to Assure a Proper Project Description and Appropriate Public Information Disclosures, Which Impose a Duty to Further Revise and Recirculate a Further Revised DEIR for Further Public Review.

As detailed above, the RDEIR violates important CEQA standards. Addressing those requirements will involve substantial revisions to the RDEIR document. Public Resources Code Section 21092.1 provides that when a lead agency adds "significant new information" to an EIR after completion of consultation with other agencies and the public but before certifying the EIR, the lead agency must pursue an additional round of consultation." (*Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412, at p. 447). New information is "significant" where "the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect." (*Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, at p. 1129; accord, CEQA Guidelines Section 15088.5(a)). It is clear that the revisions required to the RDEIR will involve disclosure of significant new information that will require recirculation for further public review and comment.

In conducting the required revisions and recirculation, the Conservancy should set forth a Project Description that incorporates a properly detailed description of the programs and activities that will be conducted on the Conservancy lands. A project description that omits these details results in an EIR that evaluates only the impacts of installing a few elements of infrastructure. It thereby fails to evaluate the environmental impacts resulting from the conduct of the public that will be drawn to the site as a result of the infrastructure and the expanded public access that the stated Project invites, but does not limit or otherwise manage.

The lack of a proper project description denies the City the opportunity to have appropriate analysis of the traffic and parking demands resulting from the Project's uses. It also denies the City the opportunity to evaluate the public safety resources that must be committed to assure both safety of the users, and protection of adjacent private property. Without the evaluation and commitment of those needed resources the Conservancy risks violating Public Resources Code Section 32511, which requires the Conservancy to close to the public any lands or facilities that it is not able to maintain for public health and wildlife protection, or to adequately protect the rights of adjacent owners from the public. A properly stated Project Description would also incorporate a reference to Public Resources Code Section 32511 as a relevant regulatory framework within which the Project and its impacts should be evaluated.

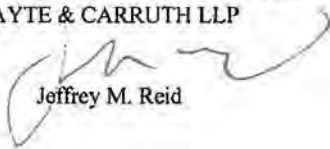
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We look forward to the opportunity to comment on further recirculated RDEIR materials.

Sincerely,
McCORMICK, BARSTOW, SHEPPARD,
WAYTE & CARRUTH LLP



Jeffrey M. Reid

cc: Mr. Clifford H. Tutelian
San Joaquin River Conservancy Board Members
Mr. Michael Crow, Esq., Deputy Attorney General

Enc. Excerpts of ITE Trip Generation Manual,
Land Use Categories 411, 412 and 417

Letter	Jeffrey M. Reid (McCormick, Barstow, Sheppard, Wayte & Carruth LLP, representing Cliff
RI-8	Tutelian and Tutelian & Co.)
Response	September 12, 2017

RI-8-1 *This comment states that the EIR is incorrect in stating that Conservancy-owned (i.e., State-owned) lands are not subject to local land use regulation, including the City of Fresno General Plan.*

As shown in Volume I of this FEIR, the EIR accurately and consistently discusses the City General Plan policies in relation to both the proposed project and all alternatives examined. For both, the City's policies are discussed for informational purposes only in relation to lands owned exclusively by the Conservancy. Where lands are owned by another entity, such as the City of Fresno, the EIR accurately identifies the applicable local policies and ordinances that would apply if the land was not acquired by the Conservancy (e.g., in Impact 3.11-2, which discusses Fresno's Bluff Preservation Overlay District for a stairway on land owned by the City of Fresno). See responses to Comments O-9D and O-9E regarding the applicability of local plans and regulations to the project.

By longstanding rule, the State, which has sovereign immunity, is not subject to local land use regulation or building and permitting requirements on its property absent constitutional or legislative consent. (See *Hall v. City of Taft* [1956] 47 Cal.2d 177, 183; *Bame v. City of Del Mar* [2001] 86 Cal.App.4th 1346, 1358; see also *City of Mailbu v. Santa Monica Mountains Conservancy* [2002] 98 Cal.App.4th 1379, 1383.) Contrary to the commenter's assertions, the Conservancy is not subject to local regulation under Government Code Sections 53090 and 53091 because the Conservancy's enabling statute does not include an express waiver of immunity. California Public Resources Code Section 32514, which states that "All zoning and land use regulation shall remain the exclusive authority of the member agencies," is not a waiver of the State's immunity. That section was included in the San Joaquin River Conservancy Act to make it clear that the Conservancy does not have land use authority over private development in the Conservancy's jurisdictional planning area (the floodplain and River area from Friant Dam to SR 99 within which the Conservancy may plan, acquire, and develop the Parkway), and that local government retains primacy over local land use on private property in the Parkway planning area.

RI-8-2 *This comment states that the traffic study in the EIR lacks a proper evaluation method, which led to inadequate analysis of blighting influences of the project. The comment suggests that traffic generation rates should be based on standards for city, county, and regional parks.*

The proposed trail project is not a city, county, or regional park as the commenter asserts, and therefore, the trip generation factors identified by the commenter are not applicable to this project. The proposed project would provide an extension of the existing Lewis S. Eaton Trail and supporting recreational amenities with a low impact on natural resources. Activities to be supported at the project site are on-trail hiking, biking, jogging, and horseback riding; nature observation; and fishing. The proposed project does not include typical public park improvements (e.g., turf, sports fields, large picnic shelters, group event sites, playgrounds, trailered boat launches) or more intensive activities (e.g., accommodations for group gatherings, tournaments, holiday events, equestrian rentals).

With regard to potential blight issues, see response to Comment I-107-N.

The City of Fresno worked closely with the Conservancy in developing the assumptions and data used to evaluate traffic-related impacts. In a comment letter dated October 3, 2017 (see comment letter RL-2), the City requested an evaluation of traffic-related impacts using actual trail use data it had developed to compare against the evaluation found in the supplemental traffic study. The City provided the Conservancy with pedestrian/bicycle counts that were taken along the existing Eaton Trail near Fort Washington Road during the week of July 31, 2017. The counts identified an average of 76 trail users during the a.m. peak hour on a typical weekday. Weekend use during this same time of day was 128 users.

Using the worst-case traffic scenario of the weekday morning peak hour and assuming all single-occupant vehicles, the trip rates would be 50 vehicles entering and 15 vehicles exiting the project alignment. Based on these assumptions, the operating condition of local intersections in the year 2025 was evaluated as illustrated below. As shown, operation using actual counts would not materially alter the conclusions of the supplemental traffic report, and the analysis in the EIR (as presented in Volume I of this FEIR) remains valid.

Table 5 Intersection Level-of-Service (LOS) Summary																
#	Intersection Location	Control	Existing (Year 2017) Condition				Existing Plus Project Condition				Significant Impact?					
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour							
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS						
1	Palm Ave (NS) / Nees Ave (EW)	TS	29.8	C	31.1	C	29.8	C	31.1	C	No					
2	Del Mar Ave (NS) / Audubon Dr (EW)	SC	20.2	C	28.0	D	20.2	C	28.0	D	No					
#	Intersection Location	Control	Year 2025 Base Condition				Year 2025 Plus Project Condition				Significant Impact?					
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour							
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS						
1	Palm Ave (NS) / Nees Ave (EW)	TS	59.0	E	67.8	E	59.0	E	67.8	E	No					
2	Del Mar Ave (NS) / Audubon Dr (EW)	SC	33.3	D	65.3	F	33.3	D	65.3	F	No					
#	Intersection Location	Control	Year 2025 Base Condition				Year 2025 Plus Project Alt 1 Condition				Significant Impact?	Year 2025 Plus Project Alt 1 with Proposed Mitigation				Significant Impact?
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour		
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	
1	Palm Ave (NS) / Nees Ave (EW)	TS	59.0	E	67.8	E	59.0	E	67.8	E	No	-	-	-	-	-
2	Del Mar Ave (NS) / Audubon Dr (EW)	SC	33.3	D	65.3	F	39.8	E	89.2	F	Yes	11.8	B	13.5	B	No
#	Intersection Location	Control	Year 2025 Base Condition				Year 2025 Plus Project Alt 5 Condition				Significant Impact?					
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour							
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS						
1	Palm Ave (NS) / Nees Ave (EW)	TS	59.0	E	67.8	E	56.2	E	65.4	E	No					
2	Del Mar Ave (NS) / Audubon Dr (EW)	SC	33.3	D	65.3	F	33.8	D	66.4	F	No					
#	Intersection Location	Control	Year 2025 Base Condition				Year 2025 Plus Project Alt 5B Condition				Significant Impact?					
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour							
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS						
1	Palm Ave (NS) / Nees Ave (EW)	TS	59.0	E	67.8	E	58.5	E	67.3	E	No					
2	Del Mar Ave (NS) / Audubon Dr (EW)	SC	33.3	D	65.3	F	34.0	D	66.4	F	No					

RI-8-3 *The comment states the EIR lacks a complete description of the project to allow full evaluation, particularly related to public safety and public property protections.*

Volume I of this FEIR provides a complete and accurate description of the project as proposed. As noted in Section 15124 of the State CEQA Guidelines, "The description of the project...should not supply extensive detail beyond that needed for evaluation and review of the environmental impact."

See Chapter 2, "Project Description," in Volume I of this FEIR. Figures 2-1 through 2-4 depict the location and characteristics of the project while Section 2.2 outlines project objectives. As noted therein, the project represents the extension of a multiuse trail that would provide River access for pedestrians, equestrians, and bicyclists. Ancillary facilities including a restroom, a parking lot, picnic tables, informational signage, and fencing are also planned as part of the trail. No facilities for trailered boat launching are to be provided. No equestrian facilities are to be provided, other than the multiuse trail and space for trailer parking. The project's improvements, as described in the EIR, would allow use by the general public during operating hours, including use by outdoor education and stewardship programs (such as guided nature walks, cleanups, and tree plantings). Permits and approvals required to implement the project are identified in Table 2.9-1, "Applicable Permits and Regulatory Requirements," in Volume I of this FEIR.

For information regarding impacts on public services, see Section 3.15, "Public Services," in Volume I of this FEIR.

It is unclear from this comment how the project would create blight as suggested. Adequate parking is provided to accommodate the users and this comment does not provide information or analysis to the contrary. Opinion that is not supported by factual evidence does not require a response. See also response to Comment RI-8-2 above and response to Comment I-107-Q.

RI-8-4 *The comment states that the EIR incorrectly discusses environmental justice issues within the governing regulatory framework.*

See Section 4.2, "Environmental Justice Considerations," in Volume I of this FEIR. Because CEQA centers on whether a project may have a significant effect on the physical environment, the DEIR, as revised by the Partially Revised DEIR (see FEIR Volume I), clarifies and distinguishes between disproportionately high and adverse environmental effects on disadvantaged communities (which are the subject of CEQA) and potential socioeconomic effects (which are not considered significant effects on the environment under CEQA).

The analysis conducted in Section 4.2 examines the potential for both socioeconomic effects and the potential for the project to create disproportionately high and adverse environmental effects. That section clarifies that it first examines the potential for disproportionate and adverse environmental effects, such as a disproportionate air quality or noise impacts (e.g., physical impacts of the project), which is a CEQA consideration. That section then examines the potential for disproportionate levels of benefits of the project, which is a socioeconomic consideration, and not a CEQA issue.

As noted by the commenter, Section 15131 of the State CEQA Guidelines states that economic and social information may be included in an EIR. The EIR finds that the proposed project and each alternative would not result in any disproportionately high and adverse environmental impacts (CEQA effects) on disadvantaged communities. The proposed project and alternatives would provide different levels of access to the benefits of the project. This analysis is not contrary to the scope of CEQA analysis required in an EIR noted by the commenter.

The Conservancy has an obligation to balance a variety of public objectives, including economic, environmental, and social factors, when considering approving the project or one of the alternatives. The Conservancy believes that the EIR provides a reasonable range of alternatives sufficient to allow for a reasoned choice. It is not clear from this comment how consideration of Alternative 5 hinders this process.

RI-8-5 *The comment states that the EIR must be revised to assure a proper project description and appropriate disclosure of information, and must then be recirculated for public review.*

The Conservancy staff finds that this letter does not introduce any new information triggering the requirement to revise and recirculate the EIR as outlined in State CEQA Guidelines Section 15088.5. All changes made to Volume I of this FEIR are minor corrections or clarifications that do not alter the conclusions found in the document.

The description of the proposed project accurately describes the activities and improvements planned by the Conservancy in sufficient detail to fully disclose the environmental impacts. See Section 2.5.1, "Project Management," in Volume I of this FEIR for the description of Parkway Master Plan policies related to long-term management and maintenance of the trail. The Conservancy must secure long-term resources to ensure operation and maintenance of the trail system before developing the project. Also see response to comment I-107O.

LETTER RI-9:

Letter R-9

DOWLING | AARON
INCORPORATED
ATTORNEYS AND COUNSELORS AT LAW

October 2, 2017

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Third Floor
Fresno, CA 93711
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File No. 99999-000374

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VIA ELECTRONIC MAIL AND U.S. MAIL

Ms. Melinda S. Marks
Executive Director
San Joaquin River Conservancy
5469 East Olive Avenue
Fresno, CA 93727

Re: Support for Palm and Nees Access, River West Fresno

Dear Ms. Marks and members of the San Joaquin River Conservancy Board:

I write this letter as an individual, a strong advocate of the San Joaquin River Parkway habitat and recreational corridor, an owner of the Dowling Aaron Inc. law firm whose principal office sits directly above Spano Park off of Nees and Palm Avenue, and a citizen for good planning. I support wholeheartedly the position taken in the communications made by the San Joaquin River Parkway and Conservation Trust, Inc.

The best course to take for the benefit of the public and the environment is to include public river access for vehicles and parking at Palm and Nees (the proposed Alternative 5) and at Riverview Drive (existing Alternative 1) as part of the River West Fresno Project. The beauty of the foregoing is that not only would it provide access and parking at Riverview Drive (Alternative 1), but access and parking at Palm and Nees (Alternative 5a). However, the Conservancy chose not to take that approach, which would more than double the benefits to the public. Thus, in order to accomplish the same now, the Conservancy should move forward with all three access points – the proposed project (Perrin Ave undercrossing accessible from Madera County on Old Highway 41), Alternative 1 at Riverview Drive, and Alternative 5 at Palm and Nees.

As you all know, the terms of the two public access easements for the old gravel haul road that the City of Fresno negotiated in 2006 each have the following section in it, "This easement will be available

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Melinda S. Marks
October 2, 2017
Page 2

for public use only for so long as and such times as the Riverview Drive entrance is open for public access under not less than the same terms and conditions as outlined herein." As, for the public benefit, the City of Fresno has already preserved and created the ability of the Conservancy to have two legal access points (i.e., Palm and Nees Avenues and Riverview Drive). If you look at the cost and the public benefit of this combined choice compared to other alternatives (some of which are impractical from a legal, engineering and cost position, which makes them impractical and unlikely to succeed), the choice is clear.

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I implore the Conservancy to look at the science, the practicability, the legal ability, and the environmental concerns. If you truly do, the alternative is clearly as proposed in this letter and in past communications from the Parkway Trust.

In conclusion, I strongly urge you to consider strongly all three access points – the proposed project (Perrin Ave undercrossing accessible from Madera County on Old Highway 41), Alternative 1 at Riverview Drive, and Alternative 5 at Palm, and respectfully request the Conservancy take such course in moving forward with the Project.

Very truly yours,

DOWLING AARON INCORPORATED



Christopher A. Brown

CAB:vjw
cc: The Honorable Andreas Borgeas, Chairman

099999-000374-02278902.DOCX-1

Letter	Christopher A. Brown
RI-9	October 2, 2017
Response	

RI-9-1 *This comment advocates for vehicular access at three locations: Palm and Nees avenues (Alternative 5), West Riverview Drive (Alternative 1), and Perrin Avenue (proposed project, and included as well in Alternatives 1 and 5), because this design would result in the most public benefit.*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR analysis found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands and access easement rights from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for inclusion of all three points of vehicular access is noted. This information will be sent to the Conservancy's Board for consideration during its deliberations on the project.

RI-9-2 *This comment states that the language of the City of Fresno's public access easements on portions of an old gravel haul road created the ability for the Conservancy to create two legal points of access at the locations identified as Alternative 5 and Alternative 1. The comment urges the Conservancy to consider the practicality of using the easements compared to other alternatives and considering the cost, engineering requirements, and public benefit.*

See response to Comment RI-9-1 above. The commenter's preference will be sent to the Conservancy's Board for consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER RI-10:

RI-10

August 31, 2017

9260 North Jackson Avenue
Fresno, CA 93720

Melinda Marks
Executive Officer
5469 E Olive Ave
Fresno CA 93727

RECEIVED

SEP 05 2017

Partially Revised Circulated DEIR: Additional Parking

Thank you for the notice and opportunity to review this report.

I am especially interested in access to River West. Most everyone living in Fresno will be driving to River West. Parking is essential. The more parking that is available, the more people who will be able to enjoy the park.

For that reason, I strongly support additional vehicle access and parking as proposed in both Alternative 1: Riverview Drive and Alternative 5: Palm and Nees.

The traffic study shows that very little additional traffic will be generated by these alternatives. The City of Fresno has identified a need for a traffic signal at Delmar Avenue and Audubon Drive. That is a need I see every time I drive on Audubon. The Riverview Drive vehicle access adds very little traffic there; like-wise for the various alternatives for access at Palm and Nees.

Alternative 1: Riverview Drive already has the necessary grade cutting through the bluff with existing vehicle access. A few more trees around the parking lot in the middle distance can only improve the view for the residents atop the bluff.

Alternatives 5, 5a, 5b, and 5c: Palm and Nees all suffer from two considerations. First are the issues stemming from the landfills which may not be solvable and in any case will require much additional time and money. Second is the matter of private ownership of land at those locations.

Were it not for the substantial risks these obstacles pose, Alternative 5 might be the preferred choice if only one additional parking area can be built. Today this would provide parking at the east and the west ends of this stretch of the Parkway. And in the future, it would provide access in the middle of a Parkway extending from Highway 41 to Highway 99.

Sincerely,


Richard Carpenter

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Letter	Richard Carpenter
RI-10	August 31, 2017
Response	

RI-10-1 *This comment states that visitors to the trail system primarily rely on vehicles and that more parking means a greater number of residents can enjoy this recreational feature. The commenter supports additional vehicular access through selection of Alternative 1 (West Riverview Drive) and Alternative 5 (Palm and Nees avenues). The commenter states that the traffic study does not identify many additional vehicle trips along the studied roadway segment, and that the City has already identified the need for a signal at Audubon Drive and Del Mar Avenue.*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR analysis found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

See Section 5.6.17 in Volume I, Chapter 5 of this FEIR for discussion of the Alternative 1 traffic study. The EIR traffic study did find significant impacts at the intersection of Audubon Avenue and Del Mar Avenue. This impact could be mitigated with a traffic signal or traffic roundabout, but this would need to be implemented by the City of Fresno. The Conservancy cannot guarantee that these improvements will be implemented because they are controlled by another agency. Therefore, this impact would be significant and unavoidable unless the added entrance improvements for Alternative 1 are conditioned on waiting until the City installs this traffic improvement.

The commenter's preference for Alternatives 1 and 5 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

RI-10-2 *The comment states that Alternative 1 has an existing vehicular access road and suggests that adding trees at the location of the parking lot would improve views from residential property.*

See Section 5.6, "Alternative 1: Added Parking," in Volume I of this FEIR for the environmental analysis of Alternative 1, including aesthetic considerations and road alignment issues.

RI-10-3 *This comment states that Alternatives 5, 5a, 5b and 5c all involve landfill issues and involve privately owned land. It states that Alternative 5 would be preferred absent these considerations.*

Both Alternatives 5 and 5B analyzed in the DEIR and Partially Revised DEIR (see Volume I of this FEIR) involve issues relating to past landfills in the study area. However, the EIR analysis found that the identified mitigation measures could reduce those impacts to less-than-significant levels. The other routes referenced in this comment were evaluated in a constraints analysis for the EIR, and were not carried forward for full evaluation in the EIR based on that early scoping process.

The EIR analysis also recognizes that Alternatives 5 and 5B are located at least in part on private property, and that the Conservancy may only acquire land or additional access easement rights from willing sellers on mutually agreeable terms. See response to Comment I-107B for more details.

LETTER RI-11:

RI-11

Melinda Marks

From: Wendy Dockstader <jefd63@gmail.com>
Sent: Tuesday, October 3, 2017 11:34 AM
To: Melinda Marks
Cc: kwalter@wheelhousestrategies.com
Subject: Partially Revised Circulated DEIR

Dear Melinda,

As residents of the Bluff neighborhoods, we want to express our appreciation to you and the Conservancy as you work with the City of Fresno in exploring the viability of option 5B of the revised DEIR.

As one who travels through both of these points frequently, it seems logical to use Alt 5B, where there is clear, unobtrusive public access already, and where there will be less impact on the surrounding area.

Creating an access at Alt 1 (Riverview), will cause a significant disturbance to the existing intersection and surrounding area, creating increased congestion and danger to pedestrians who frequent that area.

The proposed traffic signal or roundabout is an additional expense and intrusion that could be avoided.

Such issues would not exist at Alt. 5B, thus eliminating or minimizing costs, avoiding traffic flow issues and potential dangers of a neighborhood environment.

We ask that the Conservancy respect the city's 2035 General Plan update and land use documents for all the other member agencies.

We support Alt 5B, and feel that it provides the best option both environmentally and economically for this project and this area.

We would appreciate the continued efforts of the Conservancy in support of Alt. 5B.

Thank you for your time and consideration.

Wendy Dockstader

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Letter	Wendy Dockstader
RI-11	October 3, 2017
Response	

RI-11-1 *This comment expresses appreciation that the Conservancy worked with the City of Fresno to fully explore Alternative 5B and states that Alternative 5B is the best option because it will have less impacts on the surrounding area.*

See response to Comment RI-2-1. The commenter's preference is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

See also Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-11-2 *This comment states Alternative 1 will cause significant disturbance to the existing intersection and surrounding area and will present a public traffic hazard, and that resolving it through a traffic signal is an unnecessary expense.*

Alternative 1 was included as a means to increase opportunities to access the River for the larger Fresno community. The EIR analysis for Alternative 1 (see Section 5.6, "Alternative 1: Added Parking," in Volume I of this FEIR) found that access at West Riverview Drive would cause a significant traffic impact, requiring installation of a traffic signal. See response to Comment RI-2-2.

The commenter's opposition to Alternative 1 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

RI-11-3 *This comment states that Alternative 5B would not create these impacts and would avoid costs. The commenter asks that the Conservancy respect the City of Fresno General Plan policies and states support for this alternative as both environmentally and economically superior.*

Inclusion of vehicular access to the planned trail extension at Palm and Nees avenues was considered under Alternative 5B in the Partially Revised DEIR. The analysis found that providing vehicular access and a parking lot at this location would increase accessibility because it would be convenient for the larger Fresno community. However, as discussed in Section 5.11, "Alternative 5B: North Palm Avenue Access," in Volume I of this FEIR, Alternative 5B requires mitigation measures beyond those identified for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and to address the potential exposure to hazardous materials associated with historic use of the property for landfill operations. See also response to Comment RI-2-3.

The commenter's preference for selection of Alternative 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-12:

RI-12

Melinda Marks

From: Melissa Dominguez <MDominguez@hedrickschevy.com>
Sent: Tuesday, October 3, 2017 4:09 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

Date 10 /03 / 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Melissa M. Dominguez
Hedrick's Chevrolet
BDC/Internet Manager
(559) 347-5436
(559) 392-8777



Letter	Melissa Dominguez
RI-12	October 3, 2017
Response	

RI-12-1 *This comment encourages the Conservancy's Board to approve the project with all three points of vehicular access—Perrin Avenue (proposed project), Riverview Drive (Alternative 1), and Palm and Nees avenues (Alternative 5)—to provide equitable access to the project site.*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR analysis found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for inclusion of all three points of vehicular access is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-13:

RI-13

Melinda Marks

From: Esparza, John <jesparza@vidaenelvalle.com>
Sent: Tuesday, October 3, 2017 4:59 PM
To: Melinda Marks
Subject: Eaton Trail Extension DEIR

Oct. 3, 2017

Ms. Melinda Marks

San Joaquin River Conservancy

5469 E Olive Ave

Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm 100 percent in support of the River West Fresno Eaton Trail Extension because I believe this extension is long overdue. While Fresno's population has increased significantly in the last few decades, the amount of green space has not. Thank you for the five miles of the Eaton Trail, which I have enjoyed over the years, along with other runners and cyclists. It is time the conservancy push on extending the trail to 22 miles.

I encourage the conservancy board to approve the trail extension project site with all three potential access points:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

The three access points are vital so that the residents of Madera and Fresno counties can enjoy the beauty of the San Joaquín River. I expect the board to listen to the public's voice in approving the DEIR with all of these access points included.

↑
(cont)

Thank you for your time.

Sincerely,

Juan Esparza Loera / Fresno resident

--
Juan Esparza Loera
Editor / Vida en el Valle
1626 E Street / Fresno, CA 93706
(559) 441-6781
(559) 441-6790 (fax)
(559) 287-1095 (cell)

Letter	Juan Esparza Loera
RI-13	October 3, 2017
Response	

RI-13-1 *This comment encourages the Conservancy's Board to approve the project with all three points of vehicular access—Perrin Avenue (proposed project), Riverview Drive (Alternative 1), and Palm and Nees avenues (Alternative 5)—to provide equitable access to the project site.*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR analysis found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for inclusion of all three points of vehicular access is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-14:

RI-14

Melinda Marks

From: Linda Foster <garden2art@yahoo.com>
Sent: Tuesday, October 3, 2017 4:01 AM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

Hi, I am sending this again, as I am not sure it made it to you the first time.
Linda Foster

Powered by Cricket Wireless

From: Linda Foster [mailto:garden2art@yahoo.com]
Sent: Tuesday, September 26, 2017 11:58 PM
To: melinda.marks@sjrc.ca.gov
Subject: Partially Revised Circulated DEIR

To: Melinda Marks, Executive Officer, San Joaquin River Conservancy

Date: September 26, 2017

Subject: Partially Revised Circulated DEIR

Written Comments from Linda Foster

My heart literally just swelled up in my chest. I was imagining myself walking in the area surrounding the San Joaquin River here on the northern edge of the City of Fresno. I could picture the meandering course of the river flowing through the flat river bottom with trees, grasses, and other plants swaying in the breeze. I could see the egrets and herons flying overhead against the blue sky and small creatures scampering through the grasses. I could feel the cold, sparkling water, streaming on its way from the Sierras to the delta and the Pacific Ocean beyond.

In the background are the bluffs on both sides of the river and further off the foothills of the Sierra Nevada range. Then, past the foothills, the snow-capped Sierras themselves rising to their majestic heights.

What a heart swelling panorama. Thank you Coke Hollowell for your vision. And thank you to everyone at the San Joaquin River Parkway and Conservation Trust and all the countless others who have worked so tirelessly all these years to make it a reality. I think the reaction I had that day was for all the visitors in the future. Those who will be fortunate enough to have direct access, right here, close to home. Those who will be able to engage with this glorious bit of nature and enjoy this amazing vista on their lunch hour, on a picnic with their family, or in the evening to watch the sun set.

I grew up spending summer days visiting the Pacific Ocean along the beaches in the Santa Monica Bay area of Los Angeles County. Even as a child, I thought it was unfair and wrong that the beach and access to it were

blocked by houses along the ocean side of the highway. Those houses had fantastic views and wonderful access to the beach. Everyone else, including me, had to park in a crowded parking lot and sit on crowded strips of sand designated for "the public." Beaches and rivers are part of our "commons" the same as our national parks and monuments. We have to fight for and protect our access to these commons.

Having such close and easy access to nature and beautiful vistas is a huge asset to our community. Nature is healing, calming, and transforming. It crosses and makes meaningless all social and economic barriers. It soothes the soul and brings out the best in us. Why would we not want to have the closest and easiest access to this bit of natural wonder available to all who live and visit the Fresno area? We shouldn't even have to ask such a question.

It should be so obvious to everyone involved that the right thing to do is to make it completely and absolutely, directly accessible to everyone. These access routes are already in place and spending \$5 million dollars to create other less desirable routes does not make fiscal or practical sense. That additional money would best be spent upgrading the property once the access routes are opened to the public.

Stop spending thousands of tax payer dollars on unfeasible alternatives. Stop blocking common sense doable choices that would offer the best, safest, cheapest, direct access to the most residents of Fresno. Approve the River West EIR with alternatives 1 and 5 that will provide additional vehicle access to the River West project directly and conveniently from the City of Fresno. These routes will include vehicle access on a public road to public land from Alternative 1. And vehicle access on a public easement to public land on Alternative 2. These are sensible, already in place roads, and they make sense where all the other options do not make sense. These are the doable and sensible choices. Everyone knows this too. They need to be approved and the project moved forward. It is way past time to do the right thing.

The people of Fresno have been waiting years for this project to go forward. It is time to make it happen. Do the right thing. Do the practical thing. Do the fiscally prudent thing. Do what is best for the people of the Fresno area. They are our commons and we want access to them. We have waited far too long for action to be taken on this project. It is time to make it a reality. We, the public, want this now.

Thank you,

Linda Foster

113 W. Palo Alto Ave.
Fresno, CA 93704-1310
559-438-4235

1
(cont)

Letter RI-14 Response	Linda Foster September 26/October 3, 2017
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RI-14-1 *This comment describes the natural beauty found in the River and encourages the Conservancy and others to develop a project that maximizes public access to all residents, and urges the Conservancy to focus attention on access via existing roads as the most practical solution. The commenter prefers a combination of Alternative 1 and Alternative 5.*

The commenter's design preference is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER RI-15:

RI-15

Melinda Marks

From: Begered Ghazi <bghazi75@yahoo.com>
Sent: Tuesday, October 3, 2017 4:05 PM
To: Melinda Marks
Subject: San Joaquin Draft EIR comments
Attachments: Draft EIR-San Joaquin.docx

Please find my comments in the attached letter.

Thank you

10/03/2017

Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Dear Melinda Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Begered Ghazi

1

Letter	Begered Ghazi
RI-15	October 3, 2017
Response	

RI-15-1 *This comment encourages the Conservancy's Board to approve the project with all three points of vehicular access—Perrin Avenue (proposed project), Riverview Drive (Alternative 1), and Palm and Nees avenues (Alternative 5)—to provide equitable access to the project site.*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR analysis found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for inclusion of all three points of vehicular access is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-16:

RI-16

Melinda Marks

From: Runak Ghazi <rghazi01@yahoo.com>
Sent: Tuesday, October 3, 2017 3:42 PM
To: Melinda Marks
Subject: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks,

I'm emailing to provide comments on the River West Fresno DEIR.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you.

Sincerely,

Runak Ghazi

1

Letter	Runak Ghazi
RI-16	October 3, 2017
Response	

RI-16-1 *This comment encourages the Conservancy's Board to approve the project with all three points of vehicular access—Perrin Avenue (proposed project), Riverview Drive (Alternative 1), and Palm and Nees avenues (Alternative 5)—to provide equitable access to the project site.*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR analysis found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for inclusion of all three points of vehicular access is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-17:

RI-17

Melinda Marks

From: Rhoda Gonzales <rhodagnzls@gmail.com>
Sent: Thursday, September 28, 2017 4:58 PM
To: Melinda Marks
Subject: Partially revised circulated DEIR

We appreciate the Conservancy working with the City of Fresno and allowing 5B to be fully explored. We feel this is the best solution to gain public vehicular access to the river because:

- Alt 5B has no significant and unavoidable effects, and should therefore be selected by the Conservancy.
- Alt 1 (at Riverview) will have recognized significant impacts. The Conservancy should not approve an alternative with greater impacts than the project or Alt 5B.
- Alt 1 at Riverview contemplates a signal or roundabout to mitigate traffic impacts. We need to know what this entails, and how this will affect the surrounding properties, because we can't tell this from the PRDEIR or the DEIR.
- The Conservancy should respect the City's 2035 General Plan update, as well as the land use documents for all the other member agencies.

We support 5B and hope that the Conservancy will select it as the primary option for access.

Thank you for your consideration.

Rhoda Gonzales
559-960-2232

Sent from my iPhone

Letter RI-17 Response	Rhoda Gonzales September 28, 2017
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RI-17-1 *This comment expresses appreciation that the Conservancy worked with the City of Fresno to fully explore Alternative 5B and requests that Alternative 5B be selected because it has no significant and unavoidable effects.*

See response to Comment RI-2-1. The commenter's preference is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

See also Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-17-2 *This comment states that the Conservancy should not approve Alternative 1 because it has greater impacts than the proposed project or Alternative 5B. The commenter states that the potential impacts of a signal or roundabout at the Del Mar Avenue/Audubon Drive intersection are not apparent in the EIR.*

See response to Comment RI-2-2.

RI-17-3 *This comment asks what the signal or roundabout contemplated for Alternative 1 entails, and how it will affect the surrounding properties, because the commenter cannot tell this from the DEIR or Partially Revised DEIR.*

See response to Comment RI-2-2.

RI-17-4 *This comment urges the Conservancy to respect the policies of the City of Fresno General Plan and encourages adoption of Alternative 5B.*

See response to Comment RI-2-3. The commenter's preference for selection of Alternative 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-18:

RI-18

Melinda Marks

From: David Grubbs <davidgr@mail.fresnostate.edu>
Sent: Sunday, October 1, 2017 2:19 PM
To: Melinda Marks
Subject: River West EIR - Support for Alternatives 1 and 5

For more than a decade now I've supported the establishment of public access and the construction of facilities for the people of the Central Vally to the San Joaquin River Parkway at River West. Please record me once again in that column. I urge immediate selection of and action on plan alternatives 1 and 5. Once again the city's alternative is "pie in the sky" and a "red herring." (Please forgive the doubling of idioms.)

1

I've addressed exaggerated traffic concerns, imaginary fire fears, conservation matters, and other issues in prior communications. The truth is that city staff, instructed by select elected officials, have gutted Parkway plans here for the convenience of neighbors for many years. We deserve more than local pedestrian access and a trail for cyclists and walkers with big bladders.

2

I am out of the country and unable to attend the Conservancy meeting.

David Grubbs
2535 E Palo Alto Ave
Fresno Ca 93710
559 299 1677

Letter	David Grubbs
RI-18	October 1, 2017
Response	

RI-18-1 *The commenter supports construction of the Parkway facilities at River West and urges the Conservancy to select Alternatives 1 and 5.*

As shown in Volume I of this FEIR, the EIR analysis considered six design alternatives to the proposed project including variations on the trail alignment, points of vehicular access, and parking lot locations. Alternative 1 considered vehicular access at Riverview Drive. The analysis found that Alternative 1 would likely reduce barriers to local residents using the trail by creating an additional access point available to vehicles traveling on surface streets. However, the alternative would require mitigation measures beyond those of the proposed project, including installation of a traffic signal at Audubon Drive and Del Mar Avenue. Because it is beyond the authority of the Conservancy to guarantee construction of a signal at this location, impacts on traffic and circulation under Alternative 1 were determined to be significant and unavoidable, whereas circulation impacts of the proposed project were found to be less than significant.

The DEIR, as updated by the Partially Revised DEIR (see Volume I of this FEIR), also evaluated impacts of providing vehicular access at Palm and Nees avenues as part of Alternative 5. This alternative is likely to help reduce barriers to access by creating an additional convenient vehicular access point from surface streets near Palm and Nees Avenues that does not require traveling north on SR 41, which visitors would be required to do with the single access point at Perrin Avenue. This alternative would require the acquisition of private land from willing sellers and on mutually agreeable terms, and would require additional mitigation to address the potential for exposure to hazardous materials.

The commenter's preference for both Alternatives 1 and 5 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

RI-18-2 *This comment expresses opinions about issues related to the project design and issues related to nearby homes.*

This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER RI-19:

RI-19

Melinda Marks

From: Stephen Gulley <stepguley@gmail.com>
Sent: Thursday, September 28, 2017 3:13 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

Hi Melinda-

I hope you are doing well today.

My wife and I believe that the Conservancy should support the recommendation of using Partially Revised Circulated DEIR as presented in the report.

We appreciate the Conservancy working with the City of Fresno and allowing 5B to be fully explored. We feel this is the best solution to gain public vehicular access to the river because:

- Alt 5B has no significant and unavoidable effects, and should therefore be selected by the Conservancy.
- Alt 1 (at Riverview) will have recognized significant impacts. The Conservancy should not approve an alternative with greater impacts than the project or Alt 5B.
- Alt 1 at Riverview contemplates a signal or roundabout to mitigate traffic impacts. We need to know what this entails, and how this will affect the surrounding properties, because we can't tell this from the PRDEIR or the DEIR.
- The Conservancy should respect the City's 2035 General Plan update, as well as the land use documents for all the other member agencies.

We support 5B and hope that the Conservancy will select it as the primary option for access.

Thank you.

Steve Gulley

Letter RI-19 Response	Stephen Gulley September 28, 2017
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RI-19-1 *This comment expresses appreciation that the Conservancy worked with the City of Fresno to fully explore Alternative 5B and states that Alternative 5B is the best solution because it has no significant and unavoidable effects.*

See response to Comment RI-2-1. The commenter's preference is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

See also Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-19-2 *This comment states that the Conservancy should not approve Alternative 1 because it has greater impacts than the proposed project or Alternative 5B. The commenter states that the potential impacts of a signal or roundabout at the Del Mar Avenue/Audubon Drive intersection are not apparent in the EIR.*

See response to Comment RI-2-2.

RI-19-3 *This comment urges the Conservancy to respect the policies of the City of Fresno General Plan and encourages adoption of Alternative 5B.*

See response to Comment RI-2-3. The commenter's preference for selection of Alternative 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-20:

RI-20

Melinda Marks

From: Darryl Hanoian <dhanoian@valprint.com>
Sent: Friday, September 29, 2017 4:13 PM
To: Melinda Marks
Cc: Kristine Walter
Subject: Exploring 5B for Public Vehicular Access to the River

Good Afternoon Melinda: My Name is Darryl Hanoian, I live at 250 W. Bluff.
I have been told that the alternate route 5B would be the best choice for access to the river and would have no significant and unavoidable effects on the area. 1
Conversely the Riverview access would do just the opposite and should only be used by the river bottom land owner and Official vehicles, such as fire trucks, police & ambulances. In the event of fire, which we have seen, fire truck and other emergency vehicle must be able to get and out of the river bottom unimpeded. The congestion that it would incur could be catastrophic. There is only one good access in an out of that area and that is Del Mar. My biggest concern is the risk created by using that access point for the public and the home owner within that area. 2
Thank you for your consideration
Sincerely

Darryl Hanoian

Darryl Hanoian
ValPrint
1257 G Street
Fresno, CA 93706
T: 559.486.3112
F: 559.486.3385

dhanoian@valprint.com
www.valprint.com/

Letter RI-20 Response	Darryl Hanoian September 29, 2017
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RI-20-1 *This commenter states that he was told that Alternative 5B would be the best choice for access to the River because it will have no significant unavoidable impacts.*

See response to Comment RI-2-1. The commenter's preference is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

See also Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-20-2 *This comment states that the Riverview access (Alternative 1) would be the opposite and should be used only by official vehicles because congestion in that area would create risks to homeowners in the area.*

As shown in Volume I of this FEIR, the EIR does analyze impacts on public services, including fire protection and law enforcement for the proposed project (Section 3.15, "Public Services"), for Alternative 1 (Section 5.6.15, "Public Services"), and for all the other alternatives. The EIR concludes there no impacts on public services would be caused by the proposed project or any of the alternatives, including Alternative 1. See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

See also response to Comment I-107-N for more information regarding mitigation measures incorporated into the project to address potential impacts associated with increased human activity near the River, including fire safety issues.

LETTER RI-21:

RI-21

Melinda Marks

From: John Haskell <jbhaske4395@comcast.net>
Sent: Tuesday, October 3, 2017 10:13 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR
Attachments: samplecommentletter.docx; ATT00001.txt

10/03/2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Susan Haskell
Volunteer with the SJRPCT

1

Letter	Susan Haskell
RI-21	October 3, 2017
Response	

RI-21-1 *This comment encourages the Conservancy's Board to approve the project with all three points of vehicular access—Perrin Avenue (proposed project), Riverview Drive (Alternative 1), and Palm and Nees avenues (Alternative 5)—to provide equitable access to the project site.*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for inclusion of all three points of vehicular access is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-22:

RI-22

Melinda Marks

From: EHemink@aol.com
Sent: Monday, October 2, 2017 11:24 AM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

Dear Ms. Marks,

I am writing to you out of concern for the revised draft of the River West EIR. Alternative 5b is a waste of millions of dollars of tax payer money particularly when there is a very viable access point from the City of Fresno on a currently available road to the public lands of the Fresno River West property which is also public land.

1

I strongly support the approval by the San Joaquin River Conservancy Board of the River West EIR with alternatives 1 and 5 - providing additional vehicle access to the project site from the City of Fresno.

This access will provide a convenient way for Fresno citizens to enjoy this beautiful public land, cut down on pollution resulting from excess travel to the site from the City of Fresno, save money and provide the City of Fresno with much needed recreational opportunities and enjoyment of an enhanced natural environment.

2

I plan to attend the November meeting of the Conservancy Board and look forward to the Board's approval of River West EIR with alternatives 1 and 5.

Thank you for your work on this project.

Sincerely,

Ellen Hemink
Volunteer with the SJRPCT

Letter RI-22 Response	Ellen Hemink October 2, 2017
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RI-22-1 *This comment argues that Alternative 5B would needlessly raise construction costs and is not needed because there is an existing public road that could be used as an access point for visitors to the project from the City of Fresno.*

The commenter's design preference is noted. This information will be sent to the Conservancy's Board for consideration during its deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-22-2 *The commenter urges selection of both Alternative 1 and Alternative 5.*

See response to Comment RI-22-1 above.

LETTER RI-23:

RI-23

Melinda Marks

From: Patricia Howe <kphowe@sbcglobal.net>
Sent: Tuesday, October 3, 2017 11:21 AM
To: Melinda Marks
Subject: "PartiallyRevised Circulated KEIR"

We appreciate the Conservancy working with the city of Fresno and allowing 5B to be fully explored. We feel this is the

best solution to gain public vehicular access to the river because

* Alt 5B has no significant and unavoidable effects and should therefore be selected by the Conservancy:

* Alt1(Riverview) will ;have recognized significant impacts. The Conservancy should not approve an alternative with greater impacts than the project or Alt 5

* Alt 1 at Riverview contemplates a signal or roundabout to mitigate traffic impacts...We need to know what this entails. and how this will affect the surrounding properties, because we can't tell this from the PRDIER or the

DEIR

* The Conservancy should respect the City's 2035 General Plan update, as well as the land use Documents for all the other member agencies.

I support 5B and hope that the Conservancy will select it as the primary option for access.

Pat Howe
kphowe@sbcglobal.net

RI-23

Melinda Marks

From: Patricia Howe <kphowe@sbcglobal.net>
Sent: Tuesday, October 3, 2017 11:21 AM
To: Melinda Marks
Subject: "PartiallyRevised Circulated KEIR"

We appreciate the Conservancy working with the city of Fresno and allowing 5B to be fully explored. We feel this is the

best solution to gain public vehicular access to the river because

* Alt 5B has no significant and unavoidable effects and should therefore be selected by the Conservancy:

* Alt1(Riverview) will have recognized significant impacts. The Conservancy should not approve an alternative with greater impacts than the project or Alt 5

* Alt 1 at Riverview contemplates a signal or roundabout to mitigate traffic impacts...We need to know what this entails. and how this will affect the surrounding properties, because we can't tell this from the PRDIER or the

DEIR

* The Conservancy should respect the City's 2035 General Plan update, as well as the land use Documents

for all the other member agencies.
I support 5B and hope that the Conservancy will select it as the primary option for access.

Pat Howe
kphowe@sbcglobal.net

Letter	Pat Howe
RI-23	October 3, 2017
Response	

RI-23-1 *This comment expresses appreciation that the Conservancy worked with the City of Fresno to fully explore Alternative 5B and states that Alternative 5B should be selected because it has no significant and unavoidable effects.*

See response to Comment RI-2-1. The commenter's preference is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

See also Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-23-2 *This comment states that the Conservancy should not approve Alternative 1 because it has greater impacts than the proposed project or Alternative 5B. The commenter states the potential impacts of a signal or roundabout at the Del Mar Avenue/Audubon Drive intersection are not apparent in the EIR.*

See response to Comment RI-2-2.

RI-23-3 *This comment urges the Conservancy to respect the policies of the City of Fresno General Plan and encourages adoption of Alternative 5B.*

See response to Comment RI-2-3. The commenter's preference for selection of Alternative 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-24:

RI-24

Melinda Marks

From: Erica Hurtado <ericahurt75@gmail.com>
Sent: Tuesday, October 3, 2017 5:20 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR
Attachments: 49a7be62-98fe-464b-960e-85242330bc90.docx

October 3, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Erica Hurtado

1

Letter RI-24 Response	Erica Hurtado October 3, 2017
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RI-24-1 *This comment encourages the Conservancy's Board to approve the project with all three points of vehicular access—Perrin Avenue (proposed project), Riverview Drive (Alternative 1), and Palm and Nees avenues (Alternative 5)—to provide equitable access to the project site.*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for inclusion of all three points of vehicular access is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-25:

RI-25

Melinda Marks

From: Kathy Jackson <idigdiamonds@sbcglobal.net>
Sent: Sunday, October 1, 2017 10:34 AM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

To: Melinda Marks <Melinda.Marks@sjrc.ca.gov >
From: Steve & Kathy Jackson <idigdiamonds@sbcglobal.net>
Cc: Kristine Walter <kwalter@wheelhousestrategies.com>
Sent: Sunday, October 1, 2017
Subject: Partially Revised Circulated DEIR

We appreciate you working with the City of Fresno for allowing option 5B to be fully explored. We feel this is the best option to gain public vehicular access to the river for everyone involved for the following reasons:

- Alt 5B has not only no significant effects but it is consistent with the City's 2035 General Plan.
- Alternative 1 at Riverview will have significant impacts on a residential neighborhood including traffic, where 5B is at an existing commercial development.

We are confident that the Conservancy will select 5B as the primary option for river access.

Thank you,
Steve & Kathy Jackson
372 W. Hagler, Fresno, Ca. 93711

Letter RI-25 Response	Steve and Kathy Jackson October 1, 2017
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RI-25-1 *The commenters express appreciation that the Conservancy worked with the City of Fresno to fully explore Alternative 5B. The commenters feel that Alternative 5B is the best option because it has no significant and unavoidable effects and is consistent with the City of Fresno General Plan, and that Alternative 1 will have significant impacts on a residential neighborhood.*

See responses to Comments RI-2-1 and RI-2-2.

The commenters' preference for selection of Alternative 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-26:

RI-26

Melinda Marks

From: George Madrid <geodrid@sbcglobal.net>
Sent: Wednesday, October 4, 2017 9:53 AM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

Sent from [Mail](#) for Windows 10

I will back any revisions or add-ons to your work on this River. We need to proceed with the visions of 22 mile.

Geo

1

Letter RI-26 Response	George Madrid October 4, 2017
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RI-26-1 *This comment supports the Conservancy's goal to improve public access to the River through development of the planned 22-mile-long San Joaquin River Parkway.*

The commenter's support for the project as part of implementing the Parkway is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER RI-27:

RI-27

Melinda Marks

From: J Mejia <motoby2922@yahoo.com>
Sent: Tuesday, October 3, 2017 8:25 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

Would love to see the trail extended so that our community had more of the beautiful local area to explore

1

Jonelle Mejia

Sent from my iPhone

Letter RI-27 Response	Jonelle Mejia October 3, 2017
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RI-27-1 *This comment expresses support for the project, which will improve access to the River by extending the Eaton Trail.*

Thank you for your comments. The Conservancy appreciates your interest in the project.

The commenter's support for the project is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER RI-28:

RI-28

Melinda Marks

From: ericholson1961 <ericholson1961@gmail.com>
Sent: Tuesday, October 3, 2017 7:20 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR
Attachments: Trail.docx

Sent via the Samsung Galaxy S7, an AT&T 4G LTE smartphone

October 3, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Eric Olson

1

Letter	Name Eric Olsen
RI-28	October 3, 2017
Response	

RI-28-1 *This comment encourages the Conservancy's Board to approve the project with all three points of vehicular access—Perrin Avenue (proposed project), Riverview Drive (Alternative 1), and Palm and Nees avenues (Alternative 5)—to provide equitable access to the project site.*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR analysis found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for inclusion of all three points of vehicular access is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-29:

RI-29

Melinda Marks

From: Marcella Osterhaus <marcella-m@att.net>
Sent: Sunday, October 1, 2017 12:56 PM
To: Melinda Marks
Subject: River access one and five

Good afternoon Melinda, my name is Marcella Osterhaus and I'm asking you and other members of the Board to please vote for access one and five to the San Joaquin River. It's so essential for Fresno to create more green public areas and opportunities to get to the river; this is our chance to improve Fresno. It seems that this question of access has been studied and studied and re studied. It's time to take action now especially for our children and grandchildren.

Thank you, Marcella Osterhaus
2202 E. Skyview, Fresno 93720
Sent from my iPhone

1

Letter RI-29 Response	Marcella Osterhaus October 1, 2017
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RI-29-1 *This comment supports selection of Alternative 1 and Alternative 5 to promote public open space and opportunities for recreation along the River. The commenter states that it is time to take action as the issue of access has been extensively studied.*

The commenter's support for Alternatives 1 and 5 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. The EIR analysis considered six design alternatives to the proposed project including variations on the trail alignment, points of vehicular access, and parking lot locations. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives," for more information.

LETTER RI-30:

RI-30

Melinda Marks

From: Sarah Parkes <cairns.sarah0@gmail.com>
Sent: Tuesday, October 3, 2017 2:47 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

Dear Melinda,

I am writing to you today regarding the partially revised DEIR. My comments here are as a private citizen of the City of Fresno, not as a staff member of the River Parkway Trust.

As a runner and cyclist, I am very much looking forward to the day when the new extension of the Lewis S. Eaton Trail is opened to the public. I will likely access the property from the existing Eaton Trail behind Woodward Park. It will not be prohibitive for me to have to travel the extra mileage to access River West by foot or on a bike.

But I don't believe this is the case for many people who live in our community. Families with young children, people with disabilities, and many other residents will require vehicle access in order to visit River West. Though the proposed project does provide some vehicle access and parking, it is not enough nor is it equitable. I am writing today to ask that Alternatives 1 and 5 be included as part of the project.

Alternative 1 is a public road to a public property. This alternative prevents the need for people who live in Fresno to have to drive to Madera County to access the site.

Alternative 5 will also provide vehicle access in Fresno. I am referring here to the "real" alternative 5 that utilizes the existing gravel haul road to the property near Palm and Nees. By including Alternative 5 with Alternative 1 and the proposed project, vehicle traffic will be spread out on the site. This will prevent any individual access point from becoming overly congested.

Alternatives 1 and 5 do not require constructing a new road or carving out part of a City park.

We have an amazing opportunity to build something great for our entire community. I believe that River West Fresno will be a jewel of the Parkway and our region. This project is going to leave a legacy; let's make sure it's a legacy we can be proud of.

Please include Alternatives 1 and 5, and provide pedestrian and vehicle access that meets the needs of the whole community.

Sincerely,

Sarah Parkes
559-346-7726
6804 N Backer Ave
Fresno, CA 93710

Letter	Sarah Parkes
RI-30	October 3, 2017
Response	

RI-30-1 *This comment encourages the Conservancy's Board to select a design that maximizes access to the River for all residents of Fresno, and states that Alternative 1 on a public road and Alternative 5 through an existing gravel haul road would best serve this purpose.*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing public access to the Parkway by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities. The EIR analysis also considered five action alternatives to the proposed project that include variations on the trail alignment, points of vehicular access, and location of parking lots.

The EIR acknowledges that the proposed project's single public access point may result in less convenient access to the project's benefits for residents traveling from Fresno, including those in disadvantaged communities. The analysis of alternatives examined increasing opportunities for access by providing additional convenient vehicular access points for residents of the Fresno metropolitan area, including disadvantaged communities. The EIR concluded that although additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access, these alternatives require additional mitigation measures beyond what would be required for the proposed project, and each would involve actions that are not completely within the control of the Conservancy.

The commenter's preference for selection of Alternatives 1 and 5 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

RI-30-2 *This comment supports combining Alternative 1 with Alternative 5, suggesting that this combination avoids traffic congestion at points of access and avoids impacts on Spano Park.*

See response to Comment RI-30-1 above. The EIR did not identify any significant traffic-related impacts for the proposed project.

RI-30-3 *The commenter expresses support for Alternatives 1 and 5 because they do not require constructing a new road or result in impacts on a City park.*

See response to Comment RI-30-1 above. As discussed in Volume I of this EIR, the gravel haul road is a private road with a limited public access easement. The DEIR identified that Alternative 5 would require the acquisition of land and/or public access easement rights and

improvements to the existing private roadway. The Partially Revised DEIR did not identify the impact of Alternative 5B on Spano Park as a significant impact (see FEIR Volume I). No further response is required. See Section 2.3.1, “Master Response: Merits of the Project or Alternatives,” for more information.

LETTER RI-31:

RI-31

Melinda Marks

From: Staceyann <sperezvindiola@sbcglobal.net>
Sent: Tuesday, October 3, 2017 4:53 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

Date Oct. 3, 2017

Ms. Staceyann Perez
Fresno Resident & Local Runner
4175 S. Cherry Ave
Fresno, CA 93706

Re:River West Fresno Eaton Trail Extension DEIR

Dear Ms. Perez

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Staceyann Perez

Letter	Staceyann Perez
RI-31	October 3, 2017
Response	

RI-31-1 *This comment encourages the Conservancy's Board to approve the project with all three points of vehicular access—Perrin Avenue (proposed project), Riverview Drive (Alternative 1), and Palm and Nees avenues (Alternative 5)—to provide equitable access to the project site.*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR analysis found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for inclusion of all three points of vehicular access is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-32:

RI-32

Melinda Marks

From: DebnDale Priaulx <priaulx@gmail.com>
Sent: Tuesday, October 3, 2017 8:42 PM
To: Melinda Marks
Cc: Walter, Kristine; krstine Walter
Subject: Partially Revised Circulated DEIR SJRP

Good evening Melinda. Please find our letter regarding the updated proposal to consider alternative 5B for access to the river. Your consideration is greatly appreciated.

Dale & Debbie (Hunsaker) Priaulx

8485 N Ridgeview Ave, Fresno CA 93711-6904

Oct 3, 2017

Melinda.Marks@sjrc.ca.gov

Melinda Marks, Executive Director

San Joaquin River Conservancy

5469 E Olive, Fresno CA 93727

Subject: Partially Revised Circulated DEIR

Dear Ms Marks,

I wanted to drop you a quick not again asking for your support of 5B as it relates to access to the Fresno River West Project. I can't stress enough how appreciative we are that the Conservancy is working with the City on allowing 5B to be fully explored. As we stated in our previous email, we feel this is the best solution that would provide public vehicular access to the river. Some of our reasons are:

The alternative 1 which has access at Riverview will have significant impacts, greater than alternative 5B would allow.

Alternative 1 proposes a roundabout to mitigate traffic problems and impacts. What exactly does this entail? How will this affect the surrounding properties? I could not tell from the PRDEIR or the DEIR.

The City's 2035 General Plan update should be respected by the Conservancy and it is our hope you support 5B as the primary option for access.

3

Respectfully submitted,

Dale & Debbie Priaulx

Letter RI-32 Response	Dale and Debbie Prialux October 3, 2017
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RI-32-1 *This comment states that the commenters are appreciative that the Conservancy is working with the City of Fresno to fully explore Alternative 5B, and that Alternative 5B is the best option.*

See response to Comment RI-2-1. The commenters' preference is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

See also Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-32-2 *This comment states that the Conservancy should not approve Alternative 1 because it has greater impacts than Alternative 5B. The commenters state that the potential impacts of a signal or roundabout at the Del Mar Avenue/Audubon Drive intersection is not apparent in the EIR.*

See response to Comment RI-2-2.

RI-32-3 *This comment urges the Conservancy to respect the policies of the City of Fresno General Plan and encourages adoption of Alternative 5B.*

See response to Comment RI-2-3. The commenters' preference for selection of Alternative 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-33:

RI-33

Mayor Lee Brand
Fresno City Hall
2600 Fresno Street
Fresno, CA 93721

September 19, 2017

Re: San Joaquin River Conservancy and Measure P

Dear Mayor Brand:

Thank you for your dedication and work for the City of Fresno, and thank you for having a genuine interest in the San Joaquin River Conservancy Project. As a sixty plus year resident of Fresno and currently living in the nearby Bluff Area of the proposed project, I too have a strong interest in how this project is developed and maintained.

Over the last few years I have received information about the project from various interested individuals connected to different sides of the issues related to the project. I have also received some documents and news reports, though I must admit I do not have in-depth information as to all the challenges the project entails. I do enjoy a peek of the river from my upstairs balcony, but have enjoyed the fantastic views from GB3 and what I will term the Pinedale Dump (PD) Point. Some of those views during the year can be spectacular, especially this year with the river running and a visible snowpack late into our spring! Beautiful!!!

From the information I have received, the Conservancy has a great deal of potential funding for the phase of the project between the Highway 41 river bridges to about the Palm/Nees Avenue area. One of the big issues is access to the river via the Palm/Nees area. The potential large costs and liability associated with the old dump area at the Palm/Nees area appears to be a big sticking point to this access though persons on various sides of the access issue agree it should be one of the access points.

There are other issues, such as traffic, the Riverview access point, safety and law enforcement access, and also the Conservancy's ability to pay for maintenance costs if the project is built. I am sure there are many other considerations, but I think those may be the basics.

All parties should evaluate the total picture and try to determine if there is a positive result that can benefit all who may be recipients of what is proposed. As this is a taxpayer-funded project, how will the taxpayers' benefit be maximized and liabilities minimized?

As I mentioned before, the view from the PD Point can be something amazing as can a walk along the river. What will it take to make those available to the general taxpaying public? How do we make that lemon dump into lemonade that all can enjoy?

1

I look at that site and see an access point to the river, a viewing point, and a small park that can be useful as a public place, and a promotion point of how Fresno gets things done. Can you imagine taking corporate leaders considering Fresno for investment on a city tour that ends with a view of the River and Sierra?

3
(cont)

On the liability side, my first impression of hearing that the Conservancy was only going to use the Riverview Access (the 41 bridge access has limited value) was the potential of a choked access point if there were a fire or other calamity along or near the river. We really need all the access points for safety of those at the river and nearby homes and businesses.

4

I want to suggest a possible course of action to determine if there is a public interest in the project and if there is an interest in long term funding of our local parks.

First of all, I suggest that the City, and perhaps Fresno County Board of Supervisors, enter into a partnership with the legal entity of the San Joaquin Conservancy to build the access street/bridge, Observation Point and Park at Palm and Nees.

This would include the details for mitigating/resolving the dump issues, building an Observation Point and adjacent park and parking lot, widening the west side of Palm to the cul-de-sac, widening Nees west of Palm, and construction of a roadway/bridge to the river bottom. (See attached diagram of a possible layout). The roadway to the bottom could be one lane in each direction, with a bike lane and sidewalk on each side. It could be designed and built to blend in with the area and give access to the parking lot(s) planned for the river bottom.

For this part of the project to go forward the agreement between the parties should be contingent on the necessary funding for construction of this portion of the project and for the maintenance, security, and other ongoing costs related to the entire River Access Project. It may be that the Conservancy can share the costs of this access point in exchange for the City's long-term maintenance of the park area.

5

To serve the public interest and to meet part or all of the funding needs of this part of the project, to wit, the Palm/Nees Access point, Park and Observation Point, and future costs, I suggest the City of Fresno, and possibly other Cities in the county and County Government, place a "Measure P" (For Parks) on the November 2018 ballot that will provide for additional funding of parks pursuant to a sales tax of 1/10th to 1/8th % for ten years, subject to voter renewal.

For instance, we have had measures to improve our Libraries, Fresno Chaffee Zoo, and roads and transportation. I have voted for all of them because they benefit our community, we can see the benefits, and they must be renewed (they have sunsets). It gives the voters a way to approve/disapprove of those projects and how they are managed.

Measure P could set up a tax authority similar to Measures C (Transportation) and Z (Zoo) now in operation with provisions for how the funds are distributed within the City and/or County of Fresno. The first income should go to funding the City's portion of this access project, though other funding sources could also contribute. Future income from the taxes would be distributed to all parks that are within the taxing district. It should mandate that the participating governments would not reduce the current funding percent of their budgets for their parks.

As part of the agreement all parties would vigorously support **Measure P**. All parties would seek all possible funding sources to make sure the project and related River Access Project have sufficient funding for construction, maintenance, security, and other costs to make it an outstanding feature of Fresno's commitment to improving our environment and providing access to the public for all area parks.

I believe there are many groups, clubs, organizations, and individual who would contribute to the funding of this effort. Having been a Rotarian for 25 plus years I am sure that many groups would jump at the opportunity to assist with funding the project. They just need to know what it is about and a clear picture of what the final project will produce. A rendering of the view from the Observation Point showing the Sierra in springtime with picnickers, boaters, bikers, and people fishing below can bring in a lot of support. Rendering of improved neighborhood parks can bring in all areas of the city.

We currently have three legs of support for progress in Fresno County. My family and friends have been beneficiaries of our public libraries where we now have wonderful facilities and online access, better roads and transportation access, and the fantastic Fresno Chaffee Zoo that we visit often as members. I also have been an avid softball player using city parks for over 50 years, and I can tell you they need a lot of work!

Measure P can add a fourth leg of support to Fresno's infrastructure by providing the needed funding for all our local parks, and make the river access and observation easily available to everyone. We can make a big difference in our entire community welfare while making lemonade out of lemons!!!

Thank you again for your dedication to Fresno.
Sincerely,

R.L. Chip Putnam
Superior Court Judge, Retired
277 West Bluff Ave.
Fresno, CA 93711
559-431-5128
chipputnam@comcast.net

Attachment: Screen shot of area with a possible layout of improvements.

5
(cont)

Cc:

Ms. Esmeralda Soria
Council Vice President, District 1
Fresno City Hall
2600 Fresno Street
Fresno, CA 93721

Mr. Steve Brandau
Councilmember, District 2

Mr. Oliver L. Baines III
Councilmember, District 3

Mr. Paul Caprioglio
Councilmember District 4

Mr. Luis Chavez
Councilmember, District 5

Mr. Garry Bredefeld
Councilmember, District 6

Mr. Clint Olivier
Councilmember, District 7

Ms. Wilma Quan-Schecter
Fresno City Manager

Mr. Brian Pacheco
Chairman
Supervisor, District 1
2281 Tulare St., #301
Fresno, CA 93721

Mr. Andreas Borgeas
Supervisor, District 2

Mr. Sal Quintero
Vice Chairman
Supervisor, District 3

Mr. Buddy Mendes
Supervisor, District 4
Mr. Nathan Magsig
Supervisor, District 5

Mr. Bart Bohn, President
Parkway Trust Board
11605 Old Friant Road
Fresno, CA 93730

Mr. Brett Frazier
Madera County Supervisor and
Vice Chairperson
SJ River Conservancy
200 W. 4th St., #4
Madera, CA 93637

Mr. Paul Gibson
1660 West Alluvial
Fresno, CA 93711

Mrs. Kristine Walter
220 West Bluff Ave.
Fresno, CA 93711

Ms. Melinda Marks
Executive Officer
SJ River Conservancy
5469 E. Olive Ave.
Fresno, CA 93727

Ms. Sharon Weaver
San Joaquin Parkway and
Conservation Trust, Inc.
116055 Old Friant Road
Fresno, CA 93730

Mr. and Mrs. Tom Bohigian
4817 N. Harrison
Fresno, CA 93704



Number Key for Palm River Access

- | | | | | |
|-----------------------|-----------------------------------|--------------------------|------------------------------------|---------------------------------|
| ① Observation Point | ③ Parking | ⑤ Nees Avenue | ⑦ Palm to Cul-de-sac to be widened | ⑨ Spano Park-current |
| ② Spano Park Addition | ④ New Road/Bridge to River Bottom | ⑥ Palm/Nees Intersection | ⑧ Entry Gate to River Access | ⑩ Drainage basin to be Modified |

Letter	R. L. Chip Putnam
RI-33	September 19, 2017
Response	

This letter was copied to the Conservancy during the public comment period for the Partially Revised DEIR, and although it primarily addresses the issues of future operations and maintenance funding for the Parkway, it touches on environmental impacts analyzed in the EIR. The Conservancy is treating this letter as a comment on the project. The public financing issues raised in the letter are not environmental impact issues and therefore are not analyzed in an EIR under CEQA.

RI-33-1 *This comment discusses the potential risks associated with previous use of the study area as landfill and recognizes the potential for public access through Palm and Nees avenues.*

As shown in Volume I of this FEIR, the EIR analysis considered six design alternatives to the proposed project including variations on the trail alignment, points of vehicular access, and parking lot locations. The analysis included hazardous materials assessments for areas associated with past landfills, particularly for Alternatives 5 and 5B (see Appendix F in Volume III of this FEIR). Mitigation measures are included to address the potential for exposure to hazardous materials. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives," for more information.

RI-33-2 *This commenter expresses his opinion about some of the issues associated with the proposed project and alternatives including traffic/access, public safety, and maintenance.*

The commenter's perspective is noted. See Section 3.17, "Transportation," in Volume I of this FEIR for a discussion of the traffic impacts associated with the proposed project. Project construction and operation would not cause any studied roadway segment or intersection to operate below acceptable levels of service. For public safety and law enforcement see Section 3.15, "Public Services," in Volume I of this FEIR, and see Section 5.6, "Alternative 1: Added Parking," for a full evaluation of the Riverview access (Alternative 1). Financial considerations are not part of a CEQA EIR analysis.

RI-33-3 *The commenter describes his opinion about the scenic views from the River bluff and how it promotes a vision for an expanded recreational facility with great potential, and encourages all parties to come to an agreement that benefits the community.*

This comment will be sent to the Conservancy's Board for consideration during its deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-33-4 *The commenter states his view that the project needs multiple access points for emergency response vehicles.*

For a full evaluation of public safety and law enforcement, see Section 3.15, "Public Services," in Volume I of this FEIR. The project site is located within an existing response area. The proposed project would improve access to the River by emergency first responders; the Perrin Avenue entrance and the Riverview Drive entrance would be open to emergency response and enforcement agencies. The multiuse trail would be paved and would provide access for management, emergency response, and policing.

RI-33-5 *This comment outlines a plan to place a new ballot measure to provide funding for public parks and Parkway facilities, including some associated with the proposed project and vicinity.*

This comment speaks to the development of future revenues to support local parks and the Parkway. These financial considerations are not part of the CEQA review of environmental impacts. Development of a secure source of operations and maintenance funding for the project will be necessary before the project can be constructed and opened for public use. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER RI-34:

RI-34

Melinda Marks

From: Rick Ransom <rick@brooksransom.com>
Sent: Tuesday, September 26, 2017 2:41 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

Ms. Marks;

I have taken the opportunity to review the revised DEIR for the Fresno River West Project located near Palm & Nees Avenues.

I would like to let you know that I appreciate the Conservancy working with the City of Fresno and allowing 5B to be fully explored.

As a licensed Civil and Structural engineer I feel that the Palm and Nees access is the best solution to gain public vehicular access to the river because:

Alt 5B has no significant and unavoidable effects, and should therefore be selected by the Conservancy.

Alt 1 (at Riverview) will have recognized significant impacts. The Conservancy should not approve an alternative with greater impacts than the project or Alt 5B.

Alt 1 at Riverview contemplates a signal or roundabout to mitigate traffic impacts. We need to know what this entails, and how this will affect the surrounding properties, because we can't tell this from the PRDEIR or the DEIR.

The Conservancy should respect the City's 2035 General Plan update, as well as the land use documents for all the other member agencies.

I support 5B and hope that the Conservancy will select it as the primary option for access.

Respectfully submitted,

Rick Ransom, S.E. | President/CEO | A Proud East Fresno Rotarian
Brooks Ransom Associates | Consulting Structural Engineers
7415 N. Palm Ave. Suite 100 Fresno, CA 93711
p: 559.449.8444 x225 f: 559.449.8404

Letter RI-34 Response	Rick Ransom September 26, 2017
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RI-34-1 *The commenter states that he is appreciative that the Conservancy worked with the City of Fresno to fully explore Alternative 5B, and that he feels that Alternative 5B would be the best option because it has no significant and unavoidable effects.*

See response to Comment RI-2-1. The commenter's preference is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

See also Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-34-2 *This comment states that the Conservancy should not approve Alternative 1 because it has greater impacts than the proposed project or Alternative 5B. The commenter states that the potential impacts of a signal or roundabout at the Del Mar Avenue/Audubon Drive intersection are not apparent in the EIR.*

See response to Comment RI-2-2.

RI-34-3 *This comment urges the Conservancy to respect the policies of the City of Fresno General Plan and encourages adoption of Alternative 5B.*

See response to Comment RI-2-3. The commenter's preference for selection of Alternative 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-35:

RI-35

Melinda Marks

From: Jim Richardson <jrichardson@survint.com>
Sent: Tuesday, September 26, 2017 5:22 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

Dear Melinda,

I have had the opportunity to speak with you at several informational meetings. I appreciate the effort that is being made to reach a solution to provide greater access to the river bottom.

My family fully supports Alt 5B. Currently the traffic at Riverview / Audubon is a real concern.

Opening Riverview to the vehicle traffic associated with river bottom access would have a terrible impact of safety for our neighborhood.

Respectfully,

Jim Richardson

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Letter RI-35 Response	Jim Richardson September 26, 2017
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RI-35-1 *This comment supports Alternative 5B and indicates that existing traffic in the area is a concern, and states that inclusion of vehicular access at West Riverview Drive as envisioned by Alternative 1 would be disruptive to the area.*

The commenter's preference for selection of Alternative 5B is noted. This information will be sent to the Conservancy's Board for consideration during its deliberations on the project. See Section 3.15 in Volume I of this FEIR for the evaluation of public services. The proposed project would improve access to the River by emergency first responders.

LETTER RI-36:

RI-36

Melinda Marks

From: Susan Schweda <sweetsusan@att.net>
Sent: Friday, September 29, 2017 9:46 AM
To: Melinda Marks
Cc: Kristine Walter
Subject: Partially Revised Circulated DEIR

Good Morning Melinda!

Thank you for working with the City of Fresno on examining the feasibility of option 5B.

I feel this is the best option for everyone involved.

5B has not only no significant effects but it is consistent with the City's 2035 General Plan.

On the other hand, Alternative 1 at Riverview will have significant impacts on a residential neighborhood, where 5B is at an existing commercial development.

I am confident that the Conservancy will select 5B as the leading option for river access.

Thank you for your time!

Susan Lee Schweda
360 West Hagler Avenue
Fresno, CA 93711
559-246-3266

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Letter RI-36 Response	Susan Schweda September 29, 2017
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RI-36-1 *This comment expresses appreciation to the Conservancy for working with the City of Fresno to fully explore Alternative 5B, and supports Alternative 5B because it has no significant impacts.*

See response to Comment RI-2-1 regarding the analysis of Alternative 5B. The commenter's preference is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

See also Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-36-2 *This comment states that Alternative 1 would impact a residential neighborhood, and encourages the Conservancy to select Alternative 5B.*

See response to Comment RI-2-2 regarding the EIR analysis of traffic impacts associated with Alternative 1. The commenter's preference is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project. See also Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER RI-37:

RI-37

Melinda Marks

From: John and Michelle Shafer <thebradybunch@comcast.net>
Sent: Tuesday, October 3, 2017 7:44 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

October 3, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on the River West Fresno DEIR. My comments focus on how access will be provided to the project site.

I encourage the Conservancy Board of Directors to approve the project site with all three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41
2. Riverview Drive Access evaluated as Alternative 1
3. Palm/Nees Access evaluated as Alternative 5

I strongly encourage the Board to approve the DEIR with all of these access points included. By including all three access points (Perrin Avenue undercrossing accessible from Madera County on the Old Highway 41, Riverview Drive, and Palm and Nees), people throughout the Fresno-Madera Metropolitan Region will have equitable access to the project site.

Thank you for your consideration of these comments.

Sincerely,

Michelle Hanrahan Shafer
Runner, biker and Board Member of Tree Fresno

Letter RI-37 Response	Michelle Hanrahan Shafer October 3, 2017
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RI-37-1 *This comment encourages the Conservancy's Board to approve the project with all three points of vehicular access—Perrin Avenue (proposed project), Riverview Drive (Alternative 1), and Palm and Nees avenues (Alternative 5)—to provide equitable access to the project site.*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR analysis found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

LETTER RI-38:

RI-38

Melinda Marks

From: Laura <lauraferrol@sbcglobal.net>
Sent: Monday, October 2, 2017 10:23 PM
To: Melinda Marks
Cc: Laura Silberman
Subject: San Joaquin River

Dear Conservancy

I urge you to approve the revised DEIR and Alternatives 1 and 2.
I look forward to being able to wheel my special needs granddaughter Along the banks of the San Joaquin River, with her
older sister walking along side. They love The out of doors and there are few places with
wheelchair access, for them to enjoy together. I'm hoping that though
my children, ages 31 and 34, aren't very familiar with our river, that access will become Available for our grandchildren,
and that they will carry the
love of The San Joaquin River into their adult lives and into the future.

Please do what is right for our special needs children and adults.

Thank you, Laura Silberman.

Sent from my iPad

Letter RI-38 Response	Laura Silberman October 2, 2017
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RI-38-1 *This comment urges the Conservancy to support the project with additional access provided by Alternative 1, along with Alternative 2, to maximize public access for all residents, including special-needs children.*

The commenter's preference for Alternatives 1 and 2 is noted. This information will be sent to the Conservancy's Board for consideration during its deliberations on the project. No further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER RI-39:

RI-39

Melinda Marks

From: Sue Sta <stasuev@gmail.com>
Sent: Monday, October 2, 2017 4:54 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

Ms. Marks,

I'd like to thank the Conservancy for allowing Alt 5B to be explored further. I feel it's the best option for public vehicular access to the river:

- 1) Alt 5B has no significant impacts unlike Alt 1 (Riverview) which has recognized impacts.
- 2) Alt 1 (Riverview) will require some mitigation of traffic impacts but there is no information in the PRDEIR or DEIR with details of the proposal(s) and the impact on surrounding properties and their homeowners.

I support 5B as a viable and better alternative to Alt 1 (Riverview) for everyone. Please consider all the impacts and choose 5B for vehicular access to the river.

Thank you,
Susan Staicer
232 W Brier Circle
Fresno, CA 93711
[559.824.6572](tel:559.824.6572)

Letter RI-39 Response	Susan Staicer October 2, 2017
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RI-39-1 *This comment expresses appreciation to the Conservancy for working with the City of Fresno to explore Alternative 5B, and maintains that this alternative is the best option because it has no significant impacts.*

See response to Comment RI-2A. The commenter's preference is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

See also Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-39-2 *This comment states that Alternative 1 will require mitigation for traffic impacts, but that there are no details in the EIR about the proposal or impacts on homeowners. The commenter encourages the Conservancy to select Alternative 5B.*

See responses to Comments RI-2-2 and RI-2-3. The commenter's preference for selection of Alternative 5B is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-40:

RI-40

Melinda Marks

From: Clare Statham <stathamolin@sbcglobal.net>
Sent: Monday, October 2, 2017 10:37 PM
To: Melinda Marks
Subject: Comments on the Revised Draft Environmental Report

October 2, 2017

Comments on the Revised Draft Environmental Impact Report for the River West Eaton Trail Extension

Members of the Board:

I agreed with the board's decision to study the feasibility of Alternative 5B. Having studied that feasibility, the Revised DEIR presents information that makes clear the board's next step. It should approve the DEIR and adopt Alternatives 1 and 2.

The reasons for approving the DEIR with Alternatives 1 and 2 are listed below.

1. It's time for the trail extension project to move forward. The citizens of Fresno and Madera counties have waited fourteen years for the Eaton Trail extension and for access to this public land. This wait has deprived them of years of outdoor recreational opportunities. The land belongs to the public. The people have a right to use it.

2. Vehicle access from the Fresno side of the river is essential. The Revised DEIR states most people will access River West by car, and most of these people will approach from the Fresno metropolitan area. Requiring every vehicle trip originating south of the river to go to Children's Boulevard and return via SR41 will discourage use, increase transportation costs, waste time, and contribute to air pollution.

3. The Revised DEIR makes clear that West Riverview Drive is the logical access point for additional parking. West Riverview Drive was engineered to carry traffic to a subdivision that was not built. An access road already exists on Conservancy property. The only caveat cited in the Revised DEIR is that a change in traffic control is needed at Del Mar and Audubon. The power to make traffic control decisions belongs to the City, not the Conservancy; but a light for this intersection is currently on the City's Priority 1 list. Furthermore, the City has shown by its willingness to pay for the 5B study that it has a renewed interest in cooperating with the Conservancy and advancing the River West project.

4. The fact that Alternative 1 does not comply with the City's General Plan is not relevant. The Plan's statement about vehicle access at West Riverview Drive demonstrates only that those who oppose such access succeeded in having their wishes incorporated into the General Plan. This short passage serves the interests of a few people while impeding the development of a regional amenity that will benefit tens of thousands. Its inclusion in the General Plan is an example of political influence, not urban planning.

5. Alternative 2 provides a better location for the trail extension. This alternative, unlike Alternative 3, complies with the Parkway Master Plan and would protect the trail from costly damage during high water years.

6. The Revised DEIR clearly shows the infeasibility of Alternative 5B. Bluff instability, potential water quality issues, the length and consequent expense of the road, and the impact on Spano park are some of the problems cited.

But most significant is the issue of disturbing landfill containing hazardous materials during the construction of 5B. The Conservancy would be required to have a Phase II Environmental Site Assessment as well as a Post Closure Land Use Plan prepared and would not be allowed to acquire the land from the private owner until all mitigations were completed: "the [mitigation] plan shall be implemented before the Conservancy acquires the land for the Parkway project" (Page 5-53). In other words, 5B relies on the willingness of a private land owner to undertake the expense of a significant environmental cleanup before the Conservancy could acquire the land. Such a mitigation has little likelihood of becoming reality. In comparison, Alternative 1 requires the Conservancy to work with the City to put in a traffic signal.

7. The benefits of 5B being near a bus route are minimal. Bus riders would take a path leading down from Spano Park. The Revised DEIR states the path would have a 10% grade, a steep grade for walkers or cyclists, a dangerous or impossible grade for those in a wheelchair. Furthermore, the Revised DEIR repeatedly states that most users of River West will arrive by car, showing that proximity to a bus route should not be the primary planning consideration.

5
(cont)

In closing, I am concerned by the Revised DEIR's selective inclusion and omission of facts in 5.13 Comparison of Alternatives. Despite a finding that the traffic control issue at Audubon and Del Mar could be easily mitigated, the focus in 5.13 is on the Conservancy's lack of jurisdiction to make this mitigation happen.

6

The evaluation for 5B, in contrast, promotes the conclusion that problems far more significant than those in Alternative 1 can be satisfactorily mitigated. The reality that the power to carry out these mitigations lies with the City, the Fresno Metropolitan Flood Control District, and, most importantly, with a private property owner is not emphasized.

7

The facts of the Revised DEIR are clear: Alternative 1 requires the City to agree to install a traffic light. Alternative 5B requires a private landowner to undertake an as-yet-undetermined but predictably significant expense to clean up a hazardous materials landfill; it requires negotiations over easements; it requires the City to alter its Bluff Protection Ordinance; it could affect water quality, potentially destabilize the bluff, and even after mitigations disturb hazardous materials thereby leading to a shut down of the project.

8

You, the Conservancy board members, are the public's representatives. We cannot act for ourselves. I urge you to do the right thing and approve the DEIR with Alternatives 1 and 2 and help Fresno build a first-class recreational amenity.

Sincerely,

Clare Statham

7. The benefits of 5B being near a bus route are minimal. Bus riders would take a path leading down from Spano Park. The Revised DEIR states the path would have a 10% grade, a steep grade for walkers or cyclists, a dangerous or impossible grade for those in a wheelchair. Furthermore, the Revised DEIR repeatedly states that most users of River West will arrive by car, showing that proximity to a bus route should not be the primary planning consideration.

5
(cont)

In closing, I am concerned by the Revised DEIR's selective inclusion and omission of facts in 5.13 Comparison of Alternatives. Despite a finding that the traffic control issue at Audubon and Del Mar could be easily mitigated, the focus in 5.13 is on the Conservancy's lack of jurisdiction to make this mitigation happen.

6

The evaluation for 5B, in contrast, promotes the conclusion that problems far more significant than those in Alternative 1 can be satisfactorily mitigated. The reality that the power to carry out these mitigations lies with the City, the Fresno Metropolitan Flood Control District, and, most importantly, with a private property owner is not emphasized.

7

The facts of the Revised DEIR are clear: Alternative 1 requires the City to agree to install a traffic light. Alternative 5B requires a private landowner to undertake an as-yet-undetermined but predictably significant expense to clean up a hazardous materials landfill; it requires negotiations over easements; it requires the City to alter its Bluff Protection Ordinance; it could affect water quality, potentially destabilize the bluff, and even after mitigations disturb hazardous materials thereby leading to a shut down of the project.

8

You, the Conservancy board members, are the public's representatives. We cannot act for ourselves. I urge you to do the right thing and approve the DEIR with Alternatives 1 and 2 and help Fresno build a first-class recreational amenity.

Sincerely,

Clare Statham

Letter	Clare Statham
RI-40	October 2, 2017
Response	

RI-40-1 *This comment states that the Conservancy's Board should adopt Alternatives 1 and 2 to move the trail project forward, and supports providing access from the Fresno side and not contributing to air quality impacts.*

DEIR Section 3.4 (see Volume I of this FEIR) evaluated project-related impacts on air quality, and found that the proposed project would not create a significant air quality impact. Section 3.17, "Transportation," found that the proposed project would not result in a significant impact on any studied roadway segment or intersection.

The EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR analysis found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for approval of Alternatives 1 and 2 is noted. This information will be sent to the Conservancy's Board for its consideration during deliberations on the project.

RI-40-2 *This comment states that vehicular access at West Riverview Drive is the best option to maximize public access to the River. It notes that the City of Fresno is aware of a need to make intersection improvements at Del Mar Avenue and Audubon Drive in the future and has shown an interest in cooperating with the Conservancy to move the trail extension project forward.*

See response to Comment RI-40-1 above. See also response to Comment RI-1-2 for more information regarding what would be required to mitigate identified traffic impacts associated with Alternative 1.

RI-40-3 *The commenter states that Alternative 1's noncompliance with the City General Plan is irrelevant and expresses an opinion that limitations in the General Plan on vehicular access at West Riverview Drive are the result of influence by a small group of homeowners.*

This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-40-4 *The commenter states that Alternative 2 provides a better location for a trail extension and unlike Alternative 3, complies with policies of the Parkway Master Plan and avoids damage to the trail during periods of high water flow.*

As shown in Volume I of this FEIR, the EIR analysis found that the Bluff Trail Alignment (Alternative 2) and the proposed project would place the alignment away from the River and reduce potential impacts on riparian habitat and disturbance on the floodplain. Alternative 2 and the proposed project were found to have similar impacts and require equivalent mitigation. As noted by the commenter, Alternative 3 would place the trail close to the River, but would conflict with policies of the Parkway Master Plan, a significant unavoidable impact, and would require mitigation beyond that needed for the proposed project. See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

RI-40-5 *The commenter states that Alternative 5B is infeasible because of the potential for bluff instability, water quality-related concerns, the expense of the road construction, and the impact on Spano Park. Most importantly, the Alternative 5B alignment would result in the potential to disturb landfills and could expose workers and visitors to hazardous materials. The mitigation to address this potential impact relies on landowners to undertake the cleanup before the Conservancy would acquire the land, which makes this alternative unlikely to ever become a reality. The commenter states that, in comparison, Alternative 1 would require a traffic signal. The commenter also states that the benefits of public transit for Alternative 5B are minimal because visitors who arrive by public transit must walk down a steep grade, which is difficult for pedestrians and impossible for those with disabilities.*

A feasibility study by Blair, Church & Flynn entitled *Palm Bluffs River Access Schematic Design Report*, dated August 3, 2017 (see Appendix I in Volume III of this FEIR), was prepared to address the potential feasibility of constructing Alternative 5B. Based on the

information in that study, along with the environmental analysis in Volume I of this FEIR, Alternative 5B does represent a potentially feasible alternative. The Conservancy notes that Alternative 5B would require additional mitigation measures beyond those identified for the proposed project, and would require remediation of landfill wastes to the satisfaction of regulatory agencies and the acquisition of private land from willing sellers and on mutually agreeable terms.

The Conservancy seeks to meet the goals and policies of the Parkway Master Plan, which promote public access to Parkway lands along the River for all residents, including those who travel by public transit.

In terms of the feasibility of Alternative 5B, for an alternative to be examined in an EIR, it need only be potentially feasible. (State CEQA Guidelines, Section 15126.6[a].) The EIR analysis of alternatives provides information to allow the decision-makers to make an informed decision about providing additional access opportunities while balancing the environmental impacts. Based on this information, and other information in the record, the Conservancy's Board will exercise its discretion to decide whether one of these alternatives is ultimately feasible.

R1-40-6 *This commenter states that Section 5.13, "Comparison of Alternatives," is selective and omits facts. The commenter is concerned that the Conservancy is not taking responsibility for implementation of the mitigation required to address traffic impacts associated with Alternative 1.*

As discussed in Section 5.6.19, "Cumulative Impacts," in Volume I of this FEIR, it is beyond the ability of the Conservancy to design and construct a traffic improvement at the intersection of Del Mar Avenue and Audubon Drive; that is the responsibility of the City of Fresno. Consistent with Section 15091(a)(2) of the State CEQA Guidelines, the Conservancy finds that these improvements are within the responsibility and jurisdiction of another public agency, and not the Conservancy. The City of Fresno has included the traffic signal in its traffic improvement plans, but it is beyond the ability of the Conservancy to ensure that such improvements will occur. See also response to Comment R1-1-3.

R1-40-7 *The commenter states that Alternative 5B also requires additional mitigation to address issues and that responsibility also lies outside the jurisdiction of the Conservancy for that alternative, but that this is not emphasized.*

As shown in Volume I of this FEIR, the EIR analysis does explain and fully disclose that additional mitigation is required for Alternative 5B, including to address inconsistency with the City of Fresno Bluff Protection Overlay District, exposure to hazardous materials, and loss of

mature sycamore trees. The City of Fresno has expressed a willingness to process a variance from the Bluff Protection Overlay District (see letter RL-1), so the CEQA-required finding outlined above in response to Comment RI-40-6 is not necessary.

Mitigation for the potential hazards associated with the landfill would occur consistent with the Conservancy's real property acquisition process. Mitigation Measure Alt. 5B–Hazardous and Hazardous Materials–1 calls for the Conservancy to obtain a Phase II investigation to determine the need and extent of any remedial activities required and identify project design features needed to assure human and environmental health and safety. The Conservancy must also obtain a postclosure plan for review and approval by the County of Fresno Department of Public Health and Central Valley Regional Water Quality Control Board. The mitigation does require that the postclosure land use plan must be implemented before the Conservancy acquires the affected land for the project. The EIR recognizes and discloses that the Conservancy would be responsible for ensuring that these investigations, plans, and any remedial measures are approved by the regulatory agencies and completed before the land may be acquired by the Conservancy and the project may be implemented.

With regard to hydrology under either the proposed project or Alternative 5B, for any project improvements to occur within the State-designated floodway, the Conservancy must perform hydraulic studies in accordance with applicable floodplain management regulations; must prepare an encroachment permit application; and must obtain an encroachment permit from the Central Valley Flood Protection Board before construction begins. An encroachment permit is a ministerial action that does not require discretion on part of the CVFPB. It is reasonable to conclude that the Conservancy will be able to obtain the required permit, and a finding such as that discussed in response to Comment RI-40-6 is not necessary.

The EIR also discloses (see Volume I of this FEIR) that Alternative 5B would require acquiring land from a willing seller on mutually agreeable terms. The Conservancy has received a letter from the landowner expressing willingness to sell the private land within the Alternative 5B site.

RI-40-8 *The commenter sums up the comments by noting comparisons between Alternatives 1 and 5 and expressing the opinion that Alternative 1 presents fewer issues.*

See responses to Comments RI-40-1 through RI-40-7, above. This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required.

LETTER RI-41:

RI-41

Melinda Marks

From: Carol VanDyne <rn_carol@yahoo.com>
Sent: Thursday, September 28, 2017 2:42 PM
To: Melinda Marks
Subject: Re: San Joaquin River Park Way

Dear Melinda:

I work with senior citizens and take them on outings to the parks. They would love to go to the river bottom but are unable to ambulate the long distances to the water if you set up the entrance at Del Mar. The entrance at Palm Avenue would be ideal since the parking lot would be right down at the rivers edge.

Please don't restrict the pleasure of our beautiful scenic river from our older senior community and disabled citizens who could benefit greatly from this type of outing.

Thank you for your consideration.

Carol Van Dyne RN
5777 N. Fresno Street Ste 102
Fresno, CA 93710

(559) 307-2288

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Letter RI-41 Response	Carol Van Dyne September 28, 2017
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RI-41-1 *This comment supports a trail alignment that would include a parking lot at the River bottom, such as at the end of the Palm and Nees avenues access road, so that seniors and others with limited mobility may enjoy the natural resources along the River's edge.*

See Section 2.3.1, "Master Response: Merits of the Project or Alternatives." The design preference expressed in this comment is noted. This information will be provided to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-42:

RI-42

Melinda Marks

From: gerald vinnard <gvinnard@hotmail.com>
Sent: Saturday, September 23, 2017 5:48 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

September 23, 2017

Gerald D. Vinnard

2612 W. Sierra Ave.
Fresno, CA 93711
(559)431-5780
<gvinnard@hotmail.com>

Ms. Melinda Marks, Executive Director
San Joaquin River Conservancy
5469 E. Olive Ave.
Fresno, CA 93727

Re:
Comments re: Partially Revised Circulated DEIR

Dear Ms. Marks:

Thank you for inviting comment on the Partially Revised Circulated Draft Environmental Impact Report for the extension of the Eaton Trail to the west of Hwy. 41. The changes to the DEIR seem to relate primarily to access Alternative 5B, so this letter will address that proposal.

The relative convenience of the three proposed access points is probably not very important, as it depends on one's starting point. Access at Perrin is more convenient for visitors coming from Madera and probably for people coming from Clovis and northeast Fresno, while Alternative 5B is more convenient for most visitors coming from northwest Fresno. Visitors coming from south of Shaw Avenue would probably prefer the Perrin access point, as they will already be on Freeway 41.

It appears, even to one without engineering expertise, that Alternative 5B will be much more difficult and expensive to build and maintain than the access alternatives at Perrin and Riverview/Del Mar. The bluff at the 5B location is steep and the space is confined, so that extensive grading and strong retaining walls will be necessary. At Perrin and Riverview/Del Mar, on the other hand, most grading has already been completed and some paving is in place. It is hard to believe that the proposed road at 5B can be built without some damage to Spano Park. The limited space available will leave little room for shoulders, leading to potential conflicts with bicyclists and pedestrians using the road.

It seems unlikely that Alternative 5B would be seriously considered for trailhead parking, if there were no political considerations involved.

Alternative 5B does offer the advantage of a large, paved parking lot with convenient access to the bank of the San Joaquin River — a first for the City of Fresno. It will be much more popular for water-based activities than for trail access. This suggests some things to consider.

The parking lot proposed may prove to be too small during summer months. Some arrangements should be made for overflow parking, perhaps on the dirt near the parking lot.

Visitors are going to want to wade, swim and play in the water, whether or not signs permit or prohibit those activities. The Perrin and Del Mar/Riverview access points, on the other hand, are too far from the River to be useful for water-based recreation. The section of the River near the proposed parking lot is relatively calm, but short distances upstream and downstream there are sections of swift water and overhanging brush. Consideration should be given to posting a lifeguard in the area, at least on weekends. It would also be desirable to grade areas for wading and boat launching.

Vending near the proposed parking lot should be considered, even though that activity may not be consistent with Conservancy policies and goals. Without it, there will be increased traffic between the parking area and the businesses in the Palm/Nees area, leading to congestion on the access road and nearby surface streets, and possibly conflicts over parking.

There will be a greater need for restrooms at the Alternative 5B parking area than at either Perrin or Del Mar/Riverview. Most visitors parking at Perrin or Del Mar/Riverview will be leaving the area to use the trail system, while many visitors arriving at the Alternative 5B parking area are likely to remain there in order to take advantage of the River.

In sum, Alternative 5B makes sense if, and only if, the City of Fresno is prepared to operate a heavily used riverside park in that area. If the access point is intended primarily for trail users, either the Perrin or the Del Mar/Riverview access point would be a much better alternative.

Thank you for considering these comments.

Respectfully,

/s/
Gerald D. Vinnard

Letter	Gerald Vinnard
RI-42	September 23, 2017
Response	

RI-42-1 *The commenter expresses an opinion about the relative convenience of three of the access points evaluated in the EIR.*

This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-42-2 *The commenter states that Alternative 5B appears to be more difficult to build than the proposed project because of the need to construct a road across steep terrain. Alternative 5B also is more disruptive to the existing Spano Park and is likely to result in a narrow trail with limited room available for shoulders, which could result in conflicts between bicyclists and pedestrians. In contrast, the proposed project and Riverview Drive (Alternative 1) would provide parking at a location where the grading is mostly complete and some pavement is in place.*

A feasibility study by Blair, Church & Flynn entitled *Palm Bluffs River Access Schematic Design Report*, dated August 3, 2017 (see Appendix I in Volume III of this FEIR), concluded that Alternative 5B does represent a potentially feasible alternative. See Figure 5-13, "Alternative 5B Alignment," for a depiction of the trail cross section. Sufficient width would be provided to reduce conflicts between users. Based on this information and other information in the record, the Conservancy's Board will exercise its discretion to decide whether one of the alternatives is ultimately feasible.

RI-43-3 *The commenter states that Alternative 5B offers a large, paved parking lot with convenient access to the River. It will be more popular for visitors who want to access the River than for trail users; for this reason, consideration should be given to overflow parking.*

The EIR analysis found that the proposed project would improve existing vehicular access by providing safe, off-road parking at Perrin Avenue for up to 50 vehicles, in an area presently used as an informal parking location. The proposed project's parking area would supplement the current de-facto parking supply along the existing and proposed trail alignment, and is designed to provide for the desired level of use to meet low-impact recreation needs while also protecting natural resources. Alternative 5B would add a parking area and increase parking capacity in another area of the project site. Although there are no published parking demand rates for walking trail facilities, the traffic study's assumption of three times parking

turnover is a reasonable assumption in estimating the project's parking demand. Options for public transit, while limited, are also available, including Routes 26 and 30 of the Fresno Area Express, which run at 30-minute and 20-minute intervals, respectively, during weekdays.

RI-43-4 *The commenter states that the location of parking under the proposed project and Alternative 1 are not near the River for those seeking water-based recreation. However, improved accessibility could result in an increase in visitors who want to swim, regardless of whether signs are posted to discourage the activity; therefore, consideration should be given to posting a lifeguard.*

See Section 2.5.1, "Project Management, Operations, and Maintenance," in Volume I of this FEIR. The project design includes signage to direct trail users to stay on the trail and prohibit certain activities. This comment is not directed at the adequacy or completeness of the EIR analysis; therefore, no further response is required. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-43-5 *The commenter states that vending should be considered for the proposed parking lot; otherwise, operation could increase vehicle trips between the businesses located near Palm and Nees avenues and the lot, causing congestion.*

The commenter's request to allow vending at the project parking area(s) is noted. This information will be provided to the Conservancy's Board for its consideration during deliberations on the project. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-43-6 *The commenter states that the need for restrooms will be greater for Alternative 5B than for the proposed project. The commenter believes most visitors who park at Perrin Avenue would be using the trail system, while those arriving at the lot constructed as part of Alternative 5B would stay longer to take advantage of water-based recreational activities. The commenter believes that Alternative 5B would result in a more heavily utilized River while the proposed project would appeal more to trail users.*

The Alternative 5B parking area as proposed would include a restroom. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER RI-43:

RI-43

Melinda Marks

From: Kristine Walter <kwalter@wheelhousestrategies.com>
Sent: Tuesday, October 3, 2017 5:22 PM
To: Melinda Marks
Subject: "Partially Revised Circulated DEIR"
Attachments: PRDEIR response 10.3.17.pdf

Resending with the corrected subject line.

From: Kristine Walter
Sent: Tuesday, October 03, 2017 5:20 PM
To: melinda.marks@sjrc.ca.gov
Subject: River West Fresno, Eaton Trail Extension PRDEIR

Please find attached, my comments in response to the River West Fresno, Eaton Trail Extension PRDEIR
Thank you,
Kristine Walter

Wheelhouse*Strategies

205 E. River Park Circle, Suite 410 • Fresno, CA 93720
www.wheelhousestrategies.com

Kristine Walter
220 West Bluff Avenue
Fresno, California 93711

October 3, 2017

Melinda Marks
Executive Officer
San Joaquin River Conservancy
5469 E. Olive Avenue
Fresno, CA 93727

Sent via email to melinda.marks@sjrc.ca.gov

Re: River West Fresno, Eaton Trail Extension PRDEIR

Dear Ms. Marks:

First, I want to thank you and your Conservancy staff for the teamwork exhibited with the City of Fresno in preparing the Eaton Trail Extension PRDEIR and finally allowing the opportunity for Alternative 5B to be fully explored. It was refreshing to hear at the August 9 meeting that the process put in place (and which seemed that at least some in attendance was rooting for failure), actually worked out well and provided for the opportunity to correct some earlier insufficiencies. A better product all around is I think how you characterized it. I agree! Great to have demonstrated what mutual respect and teamwork can accomplish and I sincerely hope that continues.

Not surprisingly, I am advocating for the acceptance of inclusion of 5B for the Conservancy's vote in December. My reasons are not new, and actually are reinforced with the PRDEIR submitted.

Alternative 5B is the most viable option for an expedient access point for the river project.

- It's a logical location.
- It's connected to commercial development with existing signalization.
- Property is held by the City of Fresno and a willing landowner.

Additionally, as Richard Sloan of River Tree Volunteers testified to, Alternative 5B also provides the best access to the river. Unlike any other alternative being presented, 5B provides both access to the river and to the ponds and is at grade level for 'putting in' river craft.

It is also a location that all stakeholders can support AND addresses the access proximity issue presented in the first EIR regarding the community of Pinedale. 5B is far more convenient for a community whose heritage is closely tied to the river.

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Alternative 3 provides access trails as feasibly possible near and along the river and expands the trail locations. That is at the heart of what people are intending to access when on the river bottom...the river.

Alternative 5b and Alternative 3, taken together would provide an enviable project and could likely win the support of all stakeholders to move the project to completion expeditiously.

On the other hand, I remain concerned that Alternative 1 continues to be promoted in direct conflict to the City of Fresno's plans and wishes. I fear that adopting this alternative could very well erode the current good will demonstrated recently.

Since Operations and Maintenance funds will be a key central issue to executing on any alternative being adopted, I caution that any successful local measure will require the City of Fresno's full support. Continuing to advocate for a position that challenges their General Plan and land use authority would seem to be contradictory to success and could further delay the entire project. Something none of us want to happen.

With best regards,



Kristine Walter

Letter RI-43 Response	Kristine Walter October 3, 2017
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RI-43-1 *This comment commends the Conservancy for collaborating with the City of Fresno to evaluate Alternative 5B and recirculate the EIR for public review so that Alternative 5B was fully explored. This comment supports selection of Alternative 5B because of the connection to nearby commercial uses and a major roadway system with existing traffic control, and states that the property is owned by the City of Fresno and a landowner is willing to participate. Alternative 5B also provides the best River access for those interested in water-related activities.*

See response to Comment RI-2-1. The commenter's preference is noted. This information will be provided to the Conservancy's Board for its consideration during deliberations on the project.

See also Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-43-2 *The commenter states that Alternative 3 represents a trail alignment that best meets the desire of residents to access the River. Alternative 3 combined with Alternative 5B would provide a project that would likely receive the support of all stakeholders.*

In the Conservancy's constraints analysis for this project (2011), the Conservancy identified constraints at the project site related to flooding and flood regulation; natural resources conservation; and buffers from the River, riparian habitat, and existing residences, among others.

The proposed project includes a multiuse trail and pedestrian trails to the River bank, designed to overcome constraints while achieving trail access to the River to the greatest extent possible as encouraged by the City's policy. The EIR analysis, as shown in Volume I of this FEIR, fully analyzed a trail alignment closer to the River under Alternative 3. The EIR found that this alternative would require additional mitigation measures beyond those required for the proposed project, and that it conflicts with policies of the Parkway Master Plan requiring a minimum width of 200 feet on both sides of the River as wildlife movement corridors and the establishment of a buffer of 150 feet between riparian habitat and the planned multipurpose trail.

See also response to Comment O-9I for more details regarding the analysis of Alternative 3.

The commenter's preference is noted. This information will be provided to the Conservancy's Board for its consideration during deliberations on the project.

RI-43-3 *This comment states that Alternative 1 should not be considered because it conflicts with City of Fresno policies and wishes. Adoption of this alternative could erode the good will created through working together to consider Alternative 5B. Operations and maintenance funding will be a central concern in executing the project, and support for funding measures will be needed from the City. The commenter states that advocating a position contrary to the policies of the City of Fresno General Plan would seem to be adversarial and may delay the project.*

See response to Comment RI-2-2. See also Section 2.5.1, "Project Management," in Volume I of this FEIR for the description of Parkway Master Plan policies related to long-term management and maintenance of the trail. The Conservancy must secure long-term resources to ensure operation and maintenance of the project. CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors. The Conservancy's Board will consider all the comments received in this FEIR along with the analysis contained in the EIR when deliberating on the project.

LETTER RI-44:

RI-44

Melinda Marks

From: Katie Wara <katiezelms@hotmail.com>
Sent: Tuesday, October 3, 2017 4:39 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

My family would like public access to the river from the River Bluff public road. The river belongs to everyone in the community.

Thank you,

Katie Wara

Sent from my iPhone

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Letter RI-44 Response	Katie Wara October 3, 2017
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RI-44-1 *This comment supports a design that provides access off the River bluff's public road.*

Thank you for your comments. The Conservancy appreciates your interest in the project.

The commenter's support for the project is noted. This information will be provided to the Conservancy's Board during deliberations on the project. See Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

LETTER RI-45:

RI-45

Melinda Marks

From: Anna Wattenbarger <wattenbarger@ymail.com>
Sent: Tuesday, October 3, 2017 3:19 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR

Hello Melinda and Conservancy Board Members,

Option 5B, although it may be feasible, does not appear a viable, practical option for the following reasons:

1. A road through the already tiny Spano Park reduces park space.
2. Removal of mature, beautiful Sycamore trees on the route down bluff is an outrage.
3. It's an extravagant expense to build a \$5 million road down the bluff when there are already two existing roads.
4. The designated parking lot is on a landfill that nobody wants to own or be responsible for.

I urge the Conservancy Board to approve this long-awaited plan with three access points: Perrin Road/Hwy 41; Riverview Drive (a public road to the public property!); and the Palm/Nees option 5 on the existing road with the easement.

Thank you for the opportunity to again comment.

Anna Wattenbarger

[Sent from Yahoo Mail on Android](#)

Letter	Anna Wattenbarger
RI-45	October 3, 2017
Response	

RI-45-1 *This commenter states several reasons why she believes Alternative 5B is not feasible, including that the alignment would bisect Spano Park.*

A feasibility study by Blair, Church & Flynn entitled *Palm Bluffs River Access Schematic Design Report*, dated August 3, 2017, was prepared to address the potential feasibility of constructing Alternative 5B (see Appendix I in Volume III of this FEIR). Based on the information in that study, along with the environmental analysis in Volume I of this FEIR, Alternative 5B does represent a potentially feasible alternative. Although the access road would reduce the park's size, the public would gain access to the planned project and the Parkway. As shown in Volume I of this FEIR, the EIR analysis fully examined the impacts of Alternative 5B on aesthetics, drainage, water quality, recreation, and biological impacts (from removal of sycamore trees). See Section 5.11, "Alternative 5B: North Palm Avenues Access," in Volume I of this EIR for the full analysis of Alternative 5B.

For an alternative to be examined in an EIR, it need only be potentially feasible. (State CEQA Guidelines, Section 15126.6[a].) The EIR analysis provides information to allow the decision-makers to make an informed decision about providing additional access opportunities while balancing the environmental impacts. Based on this information, and other information in the record, the Board will exercise its discretion to decide whether one of these alternatives is ultimately feasible.

RI-45-2 *The commenter states that removal of mature sycamore trees as required for Alternative 5B is not desirable.*

The Partially Revised DEIR analyzed the potential impacts from removal of the sycamore trees for Alternative 5B. See Sections 5.11.4 and 5.11.7 in Volume I of this FEIR. The mitigation for the tree removal requires planting trees at a 5:1 ratio (trees replaced per tree removed).

RI-45-3 *The commenter states that the parking lot under Alternative 5B rests on a former landfill site that nobody would want to own or be responsible for.*

The issues related to the former landfill under Alternative 5B were fully analyzed in the Partially Revised EIR. See, e.g., Section 5.11.2, "Past Land Uses," and Section 5.11.11, "Hazards and Hazardous Materials," in Volume I of this FEIR; Section 5.11.11 includes

mitigation measures to address this impact. The Conservancy would be responsible for ensuring that the required investigations, plans, and any remedial measures are approved by the regulatory agencies and completed before the land may be acquired by the Conservancy and the project may be implemented.

RI-45-4 *This commenter urges the Board to approve the project with three access points: (1) Perrin Road at Highway 41; (2) Riverview Drive (Alternative 1); and (3) the Palm and Nees avenues location (Alternative 5), using the existing gravel road.*

The commenter's project preferences are noted. This information will be provided to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-46:

RI-46

Melinda Marks

From: Pete Weber <Pete@1weber.com>
Sent: Tuesday, October 3, 2017 4:07 PM
To: Melinda Marks
Subject: River West PRDEIR
Attachments: River West PDEIR pweber 10.2.17.docx

Dear Ms. Marks,

Attached please find my comments on the River West PRDEIR. Thank you for your consideration.

Peter E. Weber

PETER E. WEBER
320 WEST BLUFF AVE. # 103
FRESNO, CA 93711
Phone: (559) 431-7170
Email: pete@1weber.com

October 2, 2017

Melinda Marks
Executive Officer
San Joaquin River Conservancy
5469 E. Olive Avenue
Fresno, CA 93727

Re: River West Fresno, Eaton Trail Extension PRDEIR

Dear Ms. Marks:

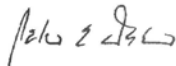
I wish to commend you and the Conservancy staff for addressing some of the deficiencies in the earlier draft of the EIR of the River West project, notably the analysis of Alternative 5b. It's clear from this version of the EIR that Alternative 5b, combined with the trail alignment near the river proposed in Alternative 3, offers a range of advantages unmatched by any other alternative:

- Access at an existing transportation hub;
- Maximum public enjoyment of the river;
- At grade parking that will enable access for all users, including seniors, children and disabled people;
- At grade access for river craft;
- A public safety buffer zone from neighborhood homes; and
- Compliance with the City of Fresno 2035 General Plan.

This combination of Alternatives 5b and 3 will enable expeditious implementation of a project that all stakeholders and public agencies can support.

At the same time, I wish to express disappointment that the EIR continues to include Alternative 1, an alternative that would result in significant environmental impacts while willfully disrespecting the City of Fresno's 2035 General Plan. It's hard to understand why the Conservancy would include an alternative that would be subjected to legal challenge and on which no cooperation can be expected from sister agencies opposed to alternatives inconsistent with existing land use plans.

Sincerely yours,



Peter E. Weber

Letter RI-46 Response	Peter E. Weber October 2, 2017
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RI-46-1 *This comment expresses appreciation to the Conservancy for considering Alternative 5B. The commenter supports a project that incorporates elements of both Alternative 5B and Alternative 3 because this combination would utilize an existing transportation hub, provides at-grade parking for ease of River access by visitors and for watercraft, provides a buffer separating activity from residential neighborhoods, and complies with policies of the Fresno General Plan.*

Both Alternative 5B and Alternative 3 would require additional mitigation beyond that required for the proposed project. The trail alignment in Alternative 3 conflicts with policies of the Parkway Master Plan requiring that the multiuse trail be set back a minimum width of 200 feet along the River. Alternative 5B would require additional mitigation beyond that required for the proposed project to address inconsistency with the City of Fresno's Bluff Protection Overlay District, and the potential for exposure of persons to hazardous materials associated with operation of a former landfill. The EIR found no conflict between the proposed project and the City of Fresno General Plan.

RI-46-2 *This comment expresses dismay that Alternative 1 is still identified in the CEQA document.*

As shown in Volume I of this FEIR, the EIR analysis considered six design alternatives to the proposed project, including variations on the trail alignment, points of vehicular access, and location of parking lots. Alternative 1 is just one of six potentially feasible alternatives that the Conservancy's Board may consider.

The EIR provides an analysis of a reasonable range of alternatives sufficient to allow for a reasoned choice. CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors. The Conservancy's Board will consider all the comments included in this FEIR volume, along with the analysis contained in Volume I, when deliberating on the project.

LETTER RI-47:

RI-47

Melinda Marks

From: francaisey@aol.com
Sent: Tuesday, October 3, 2017 10:41 AM
To: Melinda Marks
Subject: "Partially Revised Circulated DEIR"

Dear Ms. Marks:

We appreciate the Conservancy working with the City of Fresno and allowing 5B to be fully explored. We feel this is the best solution to gain public vehicular access to the river because:

- Alt 5B has no significant and unavoidable effects, and should therefore be selected by the Conservancy.
- Alt 1 (at Riverview) will have recognized significant impacts. The Conservancy should not approve an alternative with greater impacts than the project or Alt 5B.
- Alt 1 at Riverview contemplates a signal or roundabout to mitigate traffic impacts. We need to know what this entails, and how this will affect the surrounding properties, because we can't tell this from the PRDEIR or the DEIR.
- The Conservancy should respect the City's 2035 General Plan update, as well as the land use documents for all the other member agencies.

We support 5B and hope that the Conservancy will select it as the primary option for access.

Thank you,

William and Marlene Youpel
490 West Bluff Avenue
Fresno, CA 93711
559-431-4055

Letter RI-47 Response	William and Marlene Youpel October 3, 2017
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RI-47-1 *This comment states that the commenters appreciate the Conservancy working with the City of Fresno to fully explore Alternative 5B, and that Alternative 5B is the best option because it has no significant and unavoidable effects.*

See response to Comment RI-2-1. The commenters' preference is noted. This information will be provided to the Conservancy's Board for its consideration during deliberations on the project.

See also Section 2.3.1, "Master Response: Merits of the Project or Alternatives."

RI-47-2 *This comment states that the Conservancy should not approve Alternative 1 because it has greater impacts. The commenters state that the potential impacts of a signal or roundabout at the Del Mar Avenue/Audubon Drive intersection are not apparent in the EIR.*

See response to Comment RI-2-2.

RI-47-3 *This comment urges the Conservancy to respect the policies of the City of Fresno General Plan and encourages adoption of Alternative 5B.*

See response to Comment RI-2-3. The commenters' preference for selection of Alternative 5B is noted. This information will be provided to the Conservancy's Board for its consideration during deliberations on the project.

LETTER RI-48

RI-48

Melinda Marks

From: Tom Zimoski <tzimoski@gmail.com>
Sent: Tuesday, October 3, 2017 3:52 PM
To: Melinda Marks
Subject: Partially Revised Circulated DEIR for the River West Project

October 3, 2017

Ms. Melinda Marks
San Joaquin River Conservancy
5469 E Olive Ave
Fresno, CA 93727

Re: River West Fresno Eaton Trail Extension DEIR

Dear Ms. Marks:

I'm writing to provide comments on how access will be provided to the River West project site.

I encourage the Conservancy Board of Directors to approve the project site with these three potential access points included:

1. Perrin Avenue Undercrossing accessed through Madera from Highway 41 2. Riverview Drive Access evaluated as Alternative 1 3. Palm/Nees Access evaluated as Alternative 5

Let's move on with this project.

Sincerely,

Tom Zimoski
Fresno, CA

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Letter	Tom Zimoski
RI-48	October 3, 2017
Response	

RI-48-1 *This comment encourages the Conservancy's Board to approve the project with all three points of vehicular access—Perrin Avenue (proposed project), Riverview Drive (Alternative 1), and Palm and Nees avenues (Alternative 5).*

As shown in Volume I of this FEIR, the EIR analysis found that the proposed project would improve existing vehicular access to the River by providing a trail extension and a safe off-road parking area off Perrin Avenue for up to 50 vehicles, with public amenities.

The DEIR and Partially Revised DEIR fully analyzed three design alternatives (Alternatives 1, 5, and 5B) that could provide additional points of vehicular access and parking lot locations to provide greater equity of access to the benefits of the trail. The EIR analysis found that these additional entrances (as examined in Alternatives 1, 5, and 5B) could provide more convenient vehicular access for people traveling from Fresno; however, each involve greater environmental impacts and require additional mitigation measures beyond what would be required for the proposed project. These alternatives would also require actions that are not completely within the control of the Conservancy, such as acquisition of lands from willing sellers (Alternatives 5 and 5B) and installation of a traffic improvement by the City of Fresno (Alternative 1). See Table 5.12-1 in Volume I of this FEIR for a comparison of the alternatives.

The commenter's preference for inclusion of all three points of vehicular access is noted. This information will be provided to the Conservancy's Board for its consideration during deliberations on the project.

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3. References

Federal Highway Administration. 1980 (September). *Highway Noise Fundamentals*. U.S. Department of Transportation. Springfield, VA.

FHWA. See Federal Highway Administration.

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